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CONSTRUCTION MONITORING & EVALUATION PROGRAM

(Strengthening & Improvement of Peshawar – Torkham Road, Khyber Agency)



MONTHLY PROGRESS REPORT # 26

MAY 2015

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EXECUTIVE SUMMARY

Both flexible and rigid pavements of 35 km out of 46 km length have been substantially completed and are open for traffic. The overall certified amount at the end of the reporting month was \$ 32,542,804 out of \$ 67,000,000.

PIL wise progress is as follows:

- **PIL 01** (*Section 01 km 0+000 – km 9+000*):
100% completed, and all milestones certified with accrued expenditure of \$ 9,978,081
- **PIL 02** (*Section 02 km 9+000 – km 14+000*):
100% completed, and all milestones certified with accrued expenditure of \$ 9,383,483
- **PIL 03** (*Section 03 km 14+000 – km 19+000*):
100% completed, and all milestones certified with accrued expenditure of \$ 9,512,705
- **PIL 04** (*Bridges at km 9+560 & km 23+750; Multicell culverts at km 11+190 & km 22+925*):
100% completed, and all milestones certified with accrued expenditure of \$ 3,668,533
- **PIL 05** (*Section 04 km 19+000 km 21+100 & km 22+400- km 24+000 & Loop # 02; Section 05 km 21+100 - 22+400 and 24+000 - 29+000; Section 06 km 29+000- 33+000; Construction of Bridges at km 18+475, km 27+000 & km 27+250; Rehabilitation of Bridges at km 2+00, km 11+560 & km 21+320*):
Progress achieved during the reporting month was 7% attaining total physical progress 77% with accruals of \$ 19,603,957 out of \$ 25,444,269.

Construction activities in road Section 07 (km 33+000 - 37+000); Section 08 (km 37+000- 41+000) and Section 09 (km 41+000 - 43+041) & LOOP-3 were also monitored. These sections are part of an activity agreement; however, PIL for these sections has not been finalized yet.

MATTERS REQUIRING ATTENTION

1. Carriageway Width Problem at Km 21+300 (Water Point)

Due to the water purification plant installed pre- partition for troops on LHS and perennial stream on the RHS side of the PTR, design width can't be achieved b/w km 21+200 to 21+400. Three options for removal of this bottleneck were proposed by NESAPK/FWO. So far, no concrete action has been taken to resolve the issue.

2. Cost Allocation

As per activity agreement \$ 67 Million has been allocated for PTR project. The project section wise PILs have been approved. We believe this amount may cover the road up to Section-VII. However, the project forecast may go up to \$ 87 Million. Funds availability of additional \$ 20 Million (approx) may be shared with stakeholders.

3. Project Steering Committee

As per Activity Agreement, a coordination meeting of the steering committee consisting of all stakeholders is to be regularly conducted to resolve the problems regarding progress, monitoring and funds. Regular sessions of the committee may be ensured.

4. Role of FATA & NHA

Keeping in view the challenging construction environment with the PTR project, the FATA Secretariat and NHA should actively participate in the daily business matters of the project.

5. Accelerated Construction

FWO/Nesapak has accelerated the construction activity from Sec-VII to EoP upon directives from Governor KP for completion of works prior by June 2015. However, the quality of works needs proper attention and close coordination among all stakeholders during the speedy construction.

6. Process of Engineer Estimate Approval

Since the project commenced in Oct 2012, 09 No: cost estimates (07 for Section-I to VII) from KM: 0+000 to 37+000, and two cost estimates for eight bridges, plus two multi-cell culverts, amounting in total to PKR 6,840 Million have been approved by the FATA Development Working Party (FDWP). To catch-up the revised completion time of the project, approval of the remaining two cost estimates needs to be expedited.

7. Complexity in Maintaining Traffic on Diversions / Detours

Diversions / detours have been provided at intervals b/w KM: 19+400 to EoP. However, conditions of the diversion tracks have created difficulties for the road commuters and population. Peak hour traffic congestion and its frequency are regularly escalating the problem. An even minor traffic accident on the corridor usually results in rapid disturbance to traffic movement and sometimes complete blockage of diversions.

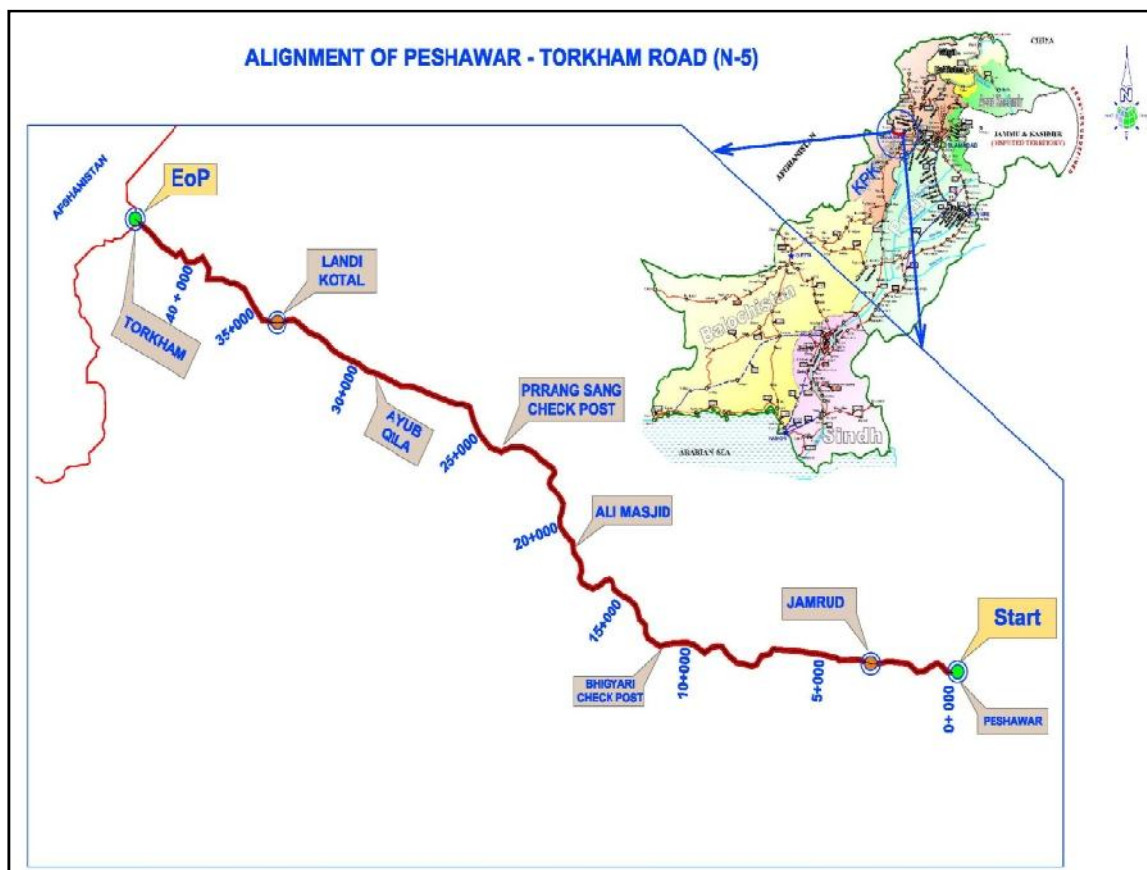
In order to ensure smooth traffic movement along the corridor, minimizing traffic delays keeping dust and noise pollution to a minimum, a higher level of communication and liaison would be required throughout the work period to meet the expectations of stakeholders and commuters.

8. Certified Items Pending Works

As per verbal request of USAID Final IPC for section 03 was certified by AGES with strong commitment of FWO/Nespa that minor remaining works at Bhigyari check post would be completed in due time . However the completion of remaining works remains pending till this date.

1. PROJECT BACKGROUND

Peshawar – Torkham road is an integral part of National Highway (N-5), a vital piece of the nation's infrastructure, which connects Pakistan with Afghanistan at Torkham border and plays an important role in the economic activities as well as providing timely logistic support to the security agencies deployed in Khyber Agency. In order to strengthen and improve Peshawar road an Activity Agreement between FATA Secretariat & US Agency of International developments was signed on 18th September 2012 obligating \$ 67,000 Million for the project.



The project is implemented by FATA Secretariat as a project proponent through Frontier Works Organization (FWO) as EPC (Engineer, Procure, and Construct) Contractor. Being an EPC form of contract, FWO is fully responsible for the design and construction of the project in conformity with the NHA's specifications and standard engineering practices. NESPAK is providing design and quality control services to FWO. While AGES Consultants has been entrusted with the Construction Monitoring and Evaluation Services, including Quality Assurance and Environmental Monitoring of the project on behalf of the USAID Pakistan Mission by signing agreement on 30th September 2012. Construction activities by the contractor started on October 15, 2012. The initially agreed completion date of December 31, 2014 as per Article 4 of the Activity Agreement No AID-015-DOD has now been extended to 31 December 2015.

1.1 Scope of Work

As per activity agreement the 46 km Peshawar – Torkham road has been split into multiple sections for designing / construction purposes. PIL wise detail is given in the table below:

| PIL No | Components | Allocated Amount US\$ | PIL Signing Date | PIL Expiry Date |
|----------------|--|-----------------------|------------------|-----------------|
| PIL 01 | a) Section 01 (km 0+000 - km 9+000) | 9,978,082 | Jan 10, 2013 | Dec 31, 2014 |
| PIL 02 | a) Section 02 (km 9+000 - km 14+000) | 9,383,484 | Dec 18, 2013 | Dec 31, 2014 |
| PIL 03 | a) Section 03 (km 14+000 - km 19+000) | 9,512,705 | Feb 04, 2014 | Dec 31, 2014 |
| PIL 04 | a) Construction of Bridge at km 9+560 b) Construction of Bridge at km 23+750 c) Multicell Culvert at km 11+190 d) Multicell Culvert km 22+925 | 3,668,533 | Jan 27, 2014 | Dec 31, 2014 |
| PIL 05 | a) Section 04 (km 19+000 – km 21+100 & km 22+400 – km 24+000 & Loop # 02) b) Section 05 (km 21+100 - km 22+400 & km 24+000 – km 29+000) c) Section 06 (km 29+000 – km 33+000) d) Construction of Bridge at km 18+475 e) Construction of Bridge at km 27+000 f) Construction of Bridge at km 27+250 g) Repair of Bridge at km 2+200 h) Repair of Bridge at km 11+560 i) Repair of Bridge at km 21+320 | 25,444,269 | April 06, 2015 | Dec 31, 2015 |
| unapproved PIL | a) Section 07 (km 33+000 – km 37+000) b) Section 08 (km 37+000 - km 41+000) c) Section 09 (km 41+000 – km 43+041 & Loop3) | - | - | - |

1.2 Mobilization of Staff

The following members of the team were mobilized as various activities of the project progressed. Other staff members will be mobilized according to the demands of work load.

Organization Chart for CMEP Office, Peshawar



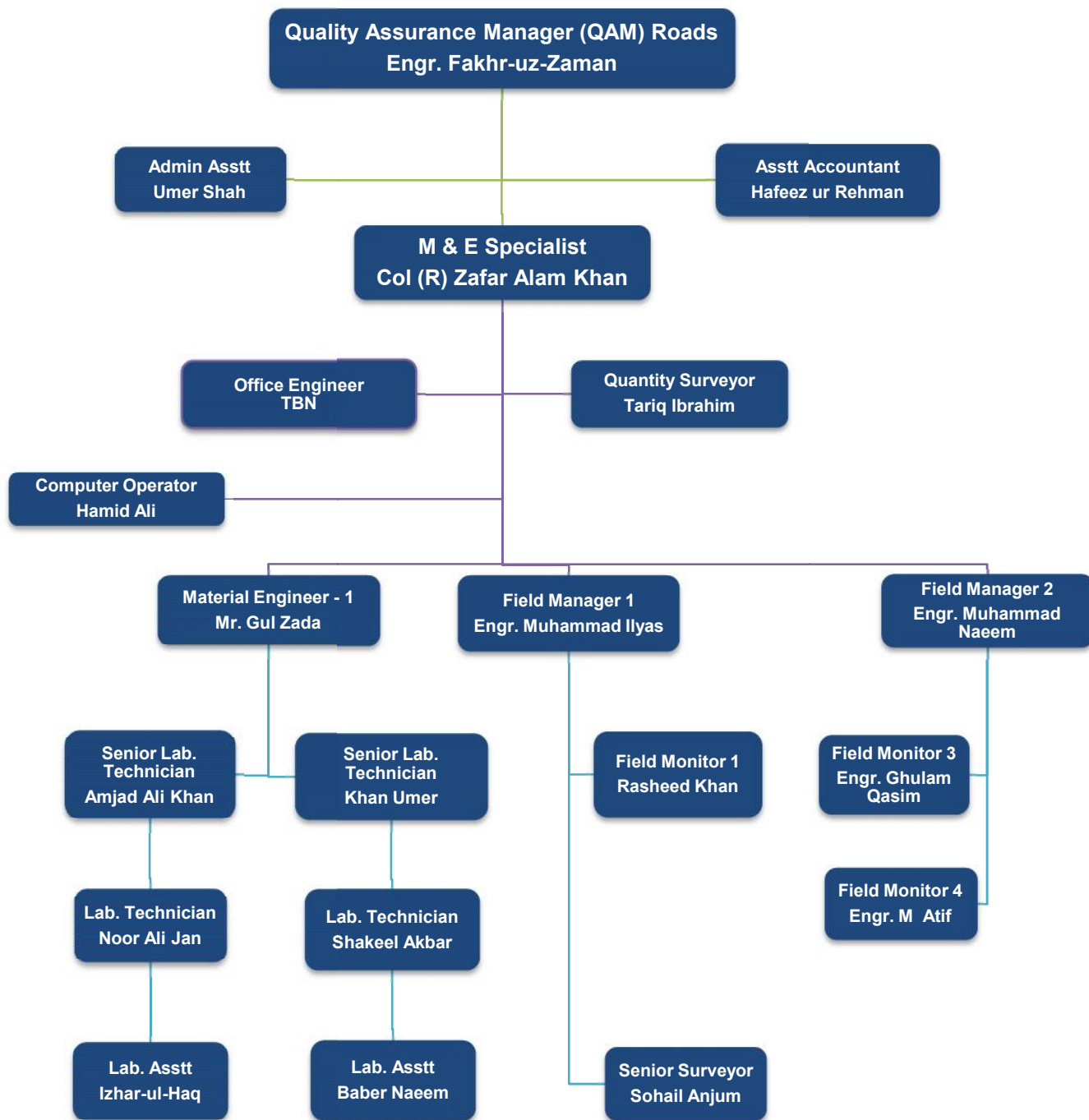
LEGEND:



Mobilized

To be mobilized

Organization Chart for Road Component of CMEP Project



LEGEND:



Mobilized

2. PROGRESS

2.1 PIL wise Physical Progress

2.1.1. Completed PILs

PIL 01 (Section-I: Km 0+000 to Km 9+000)

| Sr. No. | Description | No of Milestones | Total Value (US\$) | March 2015 | | |
|--------------|---|------------------|---------------------|--------------------------|---------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Earth work | 9.00 | 57,058.64 | 9.00 | 57,058.64 | 100% |
| 2 | Sub base and base course | | | | | |
| | i. Granular sub base | 9.00 | 1,005,872.49 | 9.00 | 1,005,872.49 | 100% |
| | ii. Aggregate base course | 9.00 | 662,504.06 | 9.00 | 662,504.06 | 100% |
| | iii. Asphaltic base course | 9.00 | 3,749,478.19 | 9.00 | 3,749,478.19 | 100% |
| 3 | Surface courses and pavement | 9.00 | 1,924,071.41 | 9.00 | 1,924,071.41 | 100% |
| 4a | Structures (retaining wall /breast wall) - 856m | 1.00 | 38,812.31 | 1.00 | 38,812.31 | 100% |
| 4b | Structures (culverts) | | | | | |
| | i. Widening/repair of existing culvert | 2.00 | 21,315.10 | 2.00 | 21,315.10 | 100% |
| | ii. Construction of New culverts | | | | | |
| | a. 1 x 2 x 1.5 | 7.00 | 134,878.09 | 7.00 | 134,878.09 | 100% |
| | b. 1 x 3 x 1.5 | 3.00 | 75,612.21 | 3.00 | 75,612.21 | 100% |
| | c. 2 x 3 x 1.5 | 2.00 | 81,901.50 | 2.00 | 81,901.50 | 100% |
| | d. 3 x 3 x 1.5 | 1.00 | 54,597.59 | 1.00 | 54,597.59 | 100% |
| | e. 5 x 3 x 1.5 | 1.00 | 75,007.57 | 1.00 | 75,007.57 | 100% |
| 5a | Drainage & erosion works (road side drain) | | | | | |
| | i. Drain type D-1 & D-2 (covered) | 5.50 | 1,369,515.28 | 5.50 | 1,369,515.28 | 100% |
| | ii. Drain type D-1a & D-2a (uncovered) | 3.00 | 330,385.57 | 3.00 | 330,385.57 | 100% |
| | iii. Drain type D-3 | 1.50 | 203,159.60 | 1.50 | 203,159.60 | 100% |
| 5b | Road protection works - 100 m | 1.00 | 11,047.54 | 1.00 | 11,047.54 | 100% |
| 6 | Ancillary works | 1.00 | 54,375.49 | 1.00 | 54,375.49 | 100% |
| 7 | Diversion | 9.00 | 116,808.51 | 9.00 | 116,808.51 | 100% |
| 8 | Plantation of trees (450 nos) | 9.00 | 11,680.85 | 9.00 | 11,680.85 | 100% |
| TOTAL | | 92.00 | 9,978,082.00 | 92.00 | 9,978,082.00 | 100% |

PIL 02
(Section-I: Km 9+000 to Km 14+000)

| Sr. No. | Description | No of Milestones | Total Value (US\$) | March 2015 | | |
|--------------|---|------------------|--------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Earth work (including earthen dowels) | 10.000 | 1,012,450 | 10.000 | 1,012,450 | 100% |
| 2 | Sub base and base course | | | | | |
| | i. Granular sub base | 10.000 | 270,730 | 10.000 | 270,730 | 100% |
| | ii. Water bound macadam | 4.600 | 132,029 | 4.600 | 132,029 | 100% |
| | iii. Asphaltic base course | 4.600 | 1,017,373 | 4.600 | 1,017,373 | 100% |
| 3 | Surface courses and pavement | | | | | |
| A | Asphaltic concrete for wearing course and allied activities | 4.600 | 481,657 | 4.600 | 481,657 | 100% |
| B | Rigid pavement | 10.800 | 2,835,108 | 10.800 | 2,835,108 | 100% |
| 4a-i | Retaining wall - 1975 m | 19.750 | 1,399,564 | 19.750 | 1,399,564 | 100% |
| 4a-ii | Breast wall - 325 m | 3.250 | 91,549 | 3.250 | 91,549 | 100% |
| 4b-i | Construction of new culverts | | | | | |
| | a. 1 x 2 x 2.5 (15 skew, flexible pavement) | 2.000 | 66,746 | 2.000 | 66,746 | 100% |
| | b. 1 x 2 x 2.5 (22 m long, flexible pavement) | 1.000 | 49,109 | 1.000 | 49,109 | 100% |
| | c. 1 x 2 x 3 (flexible pavement) | 2.000 | 86,700 | 2.000 | 86,700 | 100% |
| | d. 1 x 2 x 3 (15° skew) | 1.000 | 44,585 | 1.000 | 44,585 | 100% |
| | e. 1 x 2 x 3 (30° skew) | 1.000 | 48,068 | 1.000 | 48,068 | 100% |
| 4b-ii | Construction of new culverts(replacement of old) | | | | | |
| | a. 1 x 2 x 2.5 (rigid pavement) | 3.000 | 99,249 | 3.000 | 99,249 | 100% |
| | b. 1 x 2 x 2.5 (30° skew)(flexible pavement) | 1.000 | 36,376 | 1.000 | 36,376 | 100% |
| | c. 1 x 3 x 4.0 | 1.000 | 76,130 | 1.000 | 76,130 | 100% |
| | d. 1 x 2 x 4 (22 m length) | 1.000 | 89,408 | 1.000 | 89,408 | 100% |
| | e. 1 x 2 x 4.5 (22 m length) | 1.000 | 105,875 | 1.000 | 105,875 | 100% |
| | f. 1 x 2 x 4.5 (15° skew) | 1.000 | 83,564 | 1.000 | 83,564 | 100% |
| | g. 1 x 3 x 2.5 (15° skew) | 1.000 | 38,000 | 1.000 | 38,000 | 100% |
| | h. 1 x 3 x 4.5 (15° skew) | 1.000 | 88,589 | 1.000 | 88,589 | 100% |
| | i. Service ducts | 23.000 | 61,318 | 23.000 | 61,318 | 100% |
| 5a | Drainage & Erosion works (road side drain) | | | | | |
| | i. Drain type D-1 (covered) - (0.8 km) | 1.000 | 161,945 | 1.000 | 161,945 | 100% |
| | ii. Drain type D-4 (0.875 km) | 1.000 | 232,586 | 1.000 | 232,586 | 100% |
| | iii. Drain type d-3a (3.725 km) | 3.725 | 130,092 | 3.725 | 130,092 | 100% |
| 5b. | Road protection works | 1.000 | 404,279 | 1.000 | 404,279 | 100% |
| 6 | Ancillary works complete in all respects | 1.000 | 70,050 | 1.000 | 70,050 | 100% |
| 7 | Diversion | 5.000 | 152,895 | 5.000 | 152,895 | 100% |
| 8 | Miscellaneous | 1.000 | 17,460 | 1.000 | 17,460 | 100% |
| TOTAL | | 121.325 | 9,383,484 | 121.325 | 9,383,484 | 100% |

PIL 03
(Section-I: Km 14+000 to Km 19+000)

| Sr. No. | Description | No of Milestones | Total Value (US\$) | March 2015 | | |
|---------|--|------------------|--------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Earth work | 10.000 | 1,044,510.00 | 10.000 | ,044,510.00 | 100% |
| 2 | Sub base and base course | | | | | |
| | a. Granular sub base | 11.800 | 470,607.60 | 11.800 | 470,607.60 | 100% |
| | b. Water bound macadam | 4.700 | 131,708.10 | 4.700 | 131,708.10 | 100% |
| | c. Asphaltic base course | 4.700 | 998,101.40 | 4.700 | 998,101.40 | 100% |
| | d. Earthen dowel | 1.000 | 24,249.00 | 1.000 | 24,249.00 | 100% |
| 3 | Surface courses and pavement | | | | | |
| | a. Asphaltic concrete for wearing course & allied activities | 4.700 | 474,700.00 | 4.700 | 474,700.00 | 100% |
| | b. Rigid pavement | 14.300 | 3,096,007.00 | 14.300 | 3,096,007.00 | 100% |
| 4a-i | Retaining wall (RW-2) - Total L=2780 m | | | | | |
| | a. Retaining wall (RW-2): H=1.5 m; L=475m | 4.750 | 44,426.75 | 4.750 | 44,426.75 | 100% |
| | b. Retaining wall (RW-2): H=2.0 m ; L=100 m | 1.000 | 13,980.00 | 1.000 | 13,980.00 | 100% |
| | c. Retaining wall (RW-2): H=2.5 m; L=1075 m | 10.750 | 204,723.00 | 10.750 | 204,723.00 | 100% |
| | d. Retaining wall (RW-2): H=3.0 m; L=150 m | 1.000 | 37,862.00 | 1.000 | 37,862.00 | 100% |
| | e. Retaining wall (RW-2): H=4.0 m; L=105 m | 1.000 | 44,200.00 | 1.000 | 44,200.00 | 100% |
| | f. Retaining wall (RW-2): H=6.0 m; L=600 m | 6.000 | 561,060.00 | 6.000 | 561,060.00 | 100% |
| | g. Retaining wall (RW-2): H=7.0 m; L=175 m | 1.750 | 217,894.25 | 1.750 | 217,894.25 | 100% |
| | h. Retaining wall (RW-2): H=8.0 m; L=100 m | 1.000 | 164,173.00 | 1.000 | 164,173.00 | 100% |
| 4a-ii | Breast wall - 225 m | 2.250 | 76,583.25 | 2.250 | 76,583.25 | 100% |
| 4b-i | Construction of new culverts | | | | | |
| | a. 1 x 2 x 2.5 (flexible pavement) | 1.000 | 33,442.00 | 1.000 | 33,442.00 | 100% |
| | b. 1 x 2 x 3 (flexible pavement) | 1.000 | 44,315.00 | 1.000 | 44,315.00 | 100% |
| | c. 1 x 2 x 4.5 (flexible pavement) | 1.000 | 83,501.00 | 1.000 | 83,501.00 | 100% |
| | d. 1 x 2 x 3 (loop-1 rigid pavement) | 2.000 | 81,334.00 | 2.000 | 81,334.00 | 100% |
| | e. 2 x 2 x 3 (loop-1 rigid pavement) | 1.000 | 52,479.00 | 1.000 | 52,479.00 | 100% |
| 4b-ii | Construction of new culverts(replacement of old) | | | | | |
| | a. 1 x 2 x 2 | 1.000 | 27,031.00 | 1.000 | 27,031.00 | 100% |
| | b. 1 x 2 x 2.5 | 2.000 | 67,242.00 | 2.000 | 67,242.00 | 100% |
| | c. 1 x 2 x 2.5 (rigid pavement) | 2.000 | 67,636.00 | 2.000 | 67,636.00 | 100% |
| | d. 1 x 2 x 2.5(15° skew) | 1.000 | 34,445.00 | 1.000 | 34,445.00 | 100% |
| | e. 1 x 2 x 2.5(30° skew) | 1.000 | 37,186.00 | 1.000 | 37,186.00 | 100% |
| | f. 1 x 2 x 3 (15° skew) | 1.000 | 45,559.00 | 1.000 | 45,559.00 | 100% |
| | g. 1 x 2 x 3 (30° skew) | 1.000 | 49,119.00 | 1.000 | 49,119.00 | 100% |
| | h. 1 x 2 x 2.5 (loop-1) | 3.000 | 92,703.00 | 3.000 | 92,703.00 | 100% |
| | i. 2 x 2 x 2.5 | 1.000 | 39,933.00 | 1.000 | 39,933.00 | 100% |
| | j. Service ducts | 6.000 | 16,350.00 | 6.000 | 16,350.00 | 100% |
| 5a | Drainage & erosion works (road side drain) | | | | | |
| | i. Drain type D-3a (7.0 km) | 14.000 | 252,098.00 | 14.000 | 252,098.00 | 100% |
| | ii. Drain type D-3b (0.225 km) | 1.000 | 16,610.00 | 1.000 | 16,610.00 | 100% |

| Sr. No. | Description | No of Milestones | Total Value (US\$) | March 2015 | | |
|--------------|---|------------------|--------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 5b | Road protection works | | | | | |
| | i. Stone pitching (100m) | 1.000 | 5,416 | 1.000 | 5,416 | 100% |
| | ii. Metal guard rail (475m) | 1.000 | 40,008 | 1.000 | 40,008 | 100% |
| | iii. Barrier (150m) | 1.000 | 45,775 | 1.000 | 45,775 | 100% |
| 6 | Ancillary works | | | | | |
| | i. Traffic signs / km posts | 1.000 | 18,894.00 | 1.000 | 18,894.00 | 100% |
| | ii. Pavement markings / studs | 1.000 | 50,671.00 | 1.000 | 50,671.00 | 100% |
| 7 | Diversion | 5.000 | 156,295.00 | 5.000 | 56,295.00 | 100% |
| 8 | Miscellaneous | | | | | |
| | a. Plantation of trees (450 nos) | 1.000 | 10,514.00 | 1.000 | 10,514.00 | 100% |
| | b. Shifting of utilities (optic fibre upto km 19) | | | | | |
| | i. shifting of o.f.c from km: 04 to km: 09 | 1.000 | 58,744 | 1.000 | 58,744 | 100% |
| | ii. shifting of o.f.c from km: 09 to km: 14 | 1.000 | 58,744 | 1.000 | 58,744 | 100% |
| | iii. shifting of o.f.c from km: 14 to km: 19 | 1.000 | 58,744 | 1.000 | 58,744 | 100% |
| c | Relocation of electric poles (upto km 30) | | | | | |
| | i. relocation of 45 no of electric poles (km: 09 to km:26) | 1.000 | 57,708 | 1.000 | 57,708 | 100% |
| | ii. relocation of 45 no of electric poles (km:26 to km:32+325) | 1.000 | 57,708 | 1.000 | 57,708 | 100% |
| | iii. relocation of 45 no of electric poles (km:32+325 to km: 35+010) | 1.000 | 57,708 | 1.000 | 57,708 | 100% |
| d | Relocation of FC check posts & relocation of shop at km 14+100 | | | | | |
| | i. Relocation of FC check posts block - 1 (454 sq-m) | 1.000 | 80,620 | 1.000 | 80,620 | 100% |
| | ii. Relocation of FC check posts block – 2 (298 sq-m) | 1.000 | 52,918 | 1.000 | 52,918 | 100% |
| | iii. Relocation of FC check posts block - 3 (298 sq-m) | 1.000 | 52,918 | 1.000 | 52,918 | 100% |
| | iv. Relocation of shop at km 14+100 (20 sq-m) | 1.000 | 3,552 | 1.000 | 3,552 | 100% |
| Total | | 141.700 | 9,512,705 | 141.700 | 9,512,705 | 100% |

PIL 04
(Bridge at Km 9+560 , Km 23+750; Multicell Box Culvert at Km 11+190 & Km 22+925)

| Sr. No. | Bridge at Km 9+560 | No of Milestones | Total Value (US\$) | March, 2015 | | |
|--------------|---|------------------|--------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Pile load capacity test & Construction of piles | | | | | |
| | i. Pile Load Test | 1.0 | 310,004 | 1.0 | 19,330 | 100% |
| | ii. Construction of Piles | 1.0 | | 1.0 | 90,674 | 100% |
| 2 | Pile caps, abutment walls, Pier shaft & transom | | | | | |
| | i. Pile Caps | 1.0 | 278,463 | 1.0 | 08,538 | 100% |
| | ii. Abut walls, wing walls, pier shafts & transoms | 1.0 | | 1.0 | 69,925 | 100% |
| 3 | Casting and launching of girders | | | | | |
| | i. Girders | 1.0 | 258,084 | 1.0 | 42,915 | 100% |
| | ii. Launching of Girders | 1.0 | | 1.0 | 5,169 | 100% |
| 4 | Construction of deck slab | 1.0 | 277,403 | 1.0 | 77,403 | 100% |
| 5 | Structural Excavation Backfill, Approach slabs, drainage and erosion, and ancillary works | | | | | |
| | i. Surface course & Pavement | 1.0 | 102,011 | 1.0 | 14,400 | 100% |
| | ii. Structural Excavation and Backfill | 1.0 | | 1.0 | 19,361 | 100% |
| | iii. Approach Slabs | 1.0 | | 1.0 | 14,152 | 100% |
| | iv. Drainage & Erosion works | 1.0 | | 1.0 | 52,425 | 100% |
| | v. Ancillary works | 1.0 | | 1.0 | 1,673 | 100% |
| TOTAL | | 12.000 | 1,225,965 | 12.000 | 1,225,965 | 100% |

| Sr. No. | Bridge at Km 23+750 | No of Milestones | Total Value (US \$) | March, 2015 | | |
|--------------|--|------------------|---------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Pile load capacity test & Construction of piles | | | | | |
| | i. Pile Load Test | 1.0 | 328,638 | 1.0 | 19,330 | 100% |
| | ii. Construction of Piles | 1.0 | | 1.0 | 309,308 | 100% |
| 2 | Pile caps, abutment walls, Pier shaft & transom | | | | | |
| | i. Pile Caps | 1.0 | 196,759 | 1.0 | 106,579 | 100% |
| | ii. Abut walls, wing walls, pier shafts & transoms | 1.0 | | 1.0 | 90,180 | 100% |
| 3 | Casting And launching of girders | | | | | |
| | i. Girders | 1.0 | 199,277 | 1.0 | 187,363 | 100% |
| | ii. Launching of Girders | 1.0 | | 1.0 | 11,914 | 100% |
| 4 | Construction of deck slab | 1.0 | 254,785 | 1.0 | 254,785 | 100% |
| 5 | Structural Excavation Backfill, Approach slabs, drainage & erosion and ancillary works | | | | | |
| | i. Surface course & Pavement | 1.0 | 412,843 | 1.0 | 13,125 | 100% |
| | ii. Structural Excavation and Backfill | 1.0 | | 1.0 | 57,939 | 100% |
| | iii. Approach Slabs | 1.0 | | 1.0 | 17,235 | 100% |
| | iv. Drainage & Erosion works | 1.0 | | 1.0 | 322,224 | 100% |
| | v. Ancillary works | 1.0 | | 1.0 | 2,320 | 100% |
| TOTAL | | 12.000 | 1,392,302 | 12.000 | 1,392,302 | 100% |

| Sr. No. | Multicell Box Culvert at Km 11+190 | No of Milestones | Total Value (US \$) | March, 2015 | | |
|--------------|---|------------------|---------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Excavation, bottom slab, cutoff walls and box walls | | | | | |
| | i. Bottom Slab & Cutt-off wall | 1.0 | 218,066 | 1.0 | 131,970 | 100% |
| | ii. Box Walls | 1.0 | | 1.0 | 86,096 | 100% |
| 2 | Top slab, wing walls and apron | | | | | |
| | i. Top Slab | 1.0 | 299,758 | 1.0 | 150,422 | 100% |
| | ii. Wing Walls & Apron | 1.0 | | 1.0 | 149,336 | 100% |
| 3 | Approach slab, stone pitching | | | | | |
| | i. Approach Slabs | 1.0 | 21,208 | 1.0 | 14,537 | 100% |
| | ii. Stone Pitching 60 meter length | 1.0 | | 1.0 | 6,671 | 100% |
| 4 | Backfill, drainage & erosion and ancillary works | | | | | |
| | i. Surface course & Pavement | 1.0 | 65,519 | 1.0 | 11,293 | 100% |
| | ii. Drainage & Erosion works | 1.0 | | 1.0 | 52,803 | 100% |
| | iii. Ancillary Works | 1.0 | | 1.0 | 1,423 | 100% |
| TOTAL | | 9.000 | 604,551 | 9.000 | 604,551 | 100% |

| Sr. No. | Multicell Box Culvert at Km 22+925 | No of Milestones | Total Value (US \$) | March, 2015 | | |
|--------------|---|------------------|---------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Amount Certified | Percentage Completed |
| 1 | Excavation, bottom slab, cutoff walls and box walls | | | | | |
| | i. Bottom Slab & Cutt-off wall | 1.0 | 193,372 | 1.0 | 113,545 | 100% |
| | ii. Box Walls | 1.0 | | 1.0 | 79,827 | 100% |
| 2 | Top slab, wing walls and apron | | | | | |
| | i. Top Slab | 1.0 | 194,007 | 1.0 | 97,807 | 100% |
| | ii. Wing Walls & Apron | 1.0 | | 1.0 | 96,200 | 100% |
| 3 | Approach slab, stone pitching | | | | | |
| | i. Approach Slabs | 1.0 | 23,239 | 1.0 | 15,008 | 100% |
| | ii. Stone Pitching 60 meter length | 1.0 | | 1.0 | 8,231 | 100% |
| 4 | Backfill, drainage & erosion and ancillary works | | | | | |
| | i. Surface course & Pavement | 1.0 | 35,097 | 1.0 | 8,628 | 100% |
| | ii. Drainage & Erosion works | 1.0 | | 1.0 | 25,166 | 100% |
| | iii. Ancillary Works | 1.0 | | 1.0 | 1,303 | 100% |
| TOTAL | | 9.000 | 445,715 | 9.000 | 445,715 | 100% |

2.1.2. In Progress PIL-05 (Section: IV, V, VI & 06 Bridges)

| Sr. No. | Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02) | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|---------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|-----------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Earth work | 10.32 | 1,016,705.50 | 9.10 | 896,513.53 | 88% | 9.37 | 923,113.38 | 91% |
| 2 | Sub base & base course | | | | | | | | |
| | a. Granular sub base | 10.32 | 251,487.92 | 8.95 | 218,102.37 | 87% | 9.37 | 228,337.34 | 91% |
| | b. Water bound macadam | 7.08 | 167,619.79 | 6.35 | 150,294.53 | 90% | 6.40 | 151,477.95 | 90% |
| | c. Asphaltic base course | 7.08 | 1,109,888.20 | 6.05 | 948,153.58 | 85% | 6.05 | 948,153.58 | 85% |
| 3 | Surface courses & pavement | | | | | | | | |
| | a. Asphaltic concrete for wearing course & allied activities | 7.08 | 476,487.38 | 5.75 | 386,868.45 | 81% | 5.75 | 386,868.45 | 81% |
| | b. Rigid pavement (Half Pavement Width) | 6.48 | 1,374,128.32 | 4.60 | 975,461.46 | 71% | 5.00 | 1,060,284.20 | 77% |
| 4a-i | Retaining wall (RW-2) Total L=4025 m | | | | | | | | |
| | a. Retaining wall: H=1 m; L=500m | 2.00 | 34,761.48 | 2.00 | 34,761.48 | 100% | 2.00 | 34,761.48 | 100% |
| | b. Retaining wall: H=1.5 m; L=900m | 3.00 | 90,461.97 | 1.00 | 30,153.99 | 33% | 1.60 | 48,246.38 | 53% |
| | c. Retaining wall: H=3 m; L=50m | 1.00 | 11,643.84 | 1.00 | 11,643.84 | 100% | 1.00 | 11,643.84 | 100% |
| | d. Retaining wall: H=3.5 m; L=575m | 5.75 | 200,220.99 | 2.53 | 88,097.23 | 44% | 2.53 | 88,097.23 | 44% |
| | e. Retaining wall: H=4 m; L=875m | 8.75 | 320,648.83 | 5.25 | 192,389.30 | 60% | 6.29 | 230,500.70 | 72% |
| | f. Retaining wall: H=5 m; L=125m | 1.00 | 77,920.17 | 1.00 | 77,920.17 | 100% | 1.00 | 77,920.17 | 100% |
| | g. Retaining wall: H= 6 m; L=750m | 15.00 | 632,530.17 | 14.30 | 603,012.12 | 95% | 14.30 | 603,012.12 | 95% |
| | h. Retaining wall: H= 8 m; L=250m | 5.00 | 367,372.26 | 5.00 | 367,372.25 | 100% | 5.00 | 367,372.25 | 100% |
| 4a-ii | Breast wall - 325m | 3.25 | 44,174.52 | 0.00 | - | 0% | 1.25 | 16,990.20 | 38% |
| 4b-i | Construction of New culverts-Flexible pavement | | | | | | | | |
| | i. 1 x 2 x 2.5 | 1.00 | 30,850.26 | 0.95 | 29,307.75 | 95% | 1.00 | 30,850.26 | 100% |
| | ii. 1 x 2 x 2.5 (20 deg skew) | 2.00 | 64,805.56 | 1.90 | 61,565.28 | 95% | 2.00 | 64,805.56 | 100% |
| | iii. 1 x 2 x 2.5 (20 deg skew) loop # 2 | 2.00 | 55,194.21 | 1.90 | 52,434.49 | 95% | 1.90 | 52,434.49 | 95% |
| 4b-ii | Construction of New culverts(replacement of old) - Flexible pavement | | | | | | | | |
| | i. 2 x 3 x 2.5 | 1.00 | 50,882.70 | 0.95 | 48,338.57 | 95% | 1.00 | 50,882.70 | 100% |
| | ii. 2 x 3 x 2.0 | 1.00 | 43,204.13 | 0.95 | 41,043.92 | 95% | 0.95 | 41,043.92 | 95% |
| | iii. 1 x 2 x 3 - loop # 2 | 1.00 | 37,820.86 | 0.95 | 35,929.82 | 95% | 1.00 | 37,820.86 | 100% |
| | iv. 1 x 2 x 3 (15 deg skew) loop # 2 | 1.00 | 38,514.50 | 0.95 | 36,588.78 | 95% | 1.00 | 38,514.50 | 100% |
| | v. 1 x 2 x 2.5 - loop # 2 | 1.00 | 29,740.40 | 0.95 | 28,253.38 | 95% | 1.00 | 29,740.40 | 100% |
| 4b-iii | Construction of new culverts(replacement of old) rigid pavement 1 x 2 x 2.5 - loop # 2, 1 x 2 x 3 loop #2, Service ducts | 1.00 | 73,768.00 | 0.95 | 70,079.60 | 95% | 1.00 | 73,768.00 | 100% |
| 5a | Drainage & erosion works (road side drain) | | | | | | | | |

| Sr. No. | Section IV (Km 19+000 to Km 21+100 & Km 22+400 to Km 24+000 & Loop # 02) | No of Milestone | Total Value (US \$) | April, 2015 | | | May , 2015 | | |
|--------------|--|-----------------|---------------------|--------------------------|---------------------|----------------------|--------------------------|---------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| | i. Drain type D-1 covered (150 m) | 1.00 | 29,930.99 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. Drain type D-1a uncovered (400 m) | 1.00 | 41,190.06 | 0.88 | 36,247.25 | 88% | 0.88 | 36,247.25 | 88% |
| | iii. Drain type D-2 covered (225 m) | 1.00 | 52,379.26 | 0.00 | - | 0% | 0.00 | - | 0% |
| | v. Drain type D-2a uncovered (200 m) | 1.00 | 22,333.39 | 0.00 | - | 0% | 0.00 | - | 0% |
| | v. Drain type D-4 (700 m) | 2.00 | 138,163.45 | 0.64 | 44,212.31 | 32% | 0.64 | 44,212.31 | 32% |
| | vi. Drain type D-3 (3511 m) | 7.02 | 520,767.21 | 2.30 | 170,621.73 | 33% | 4.05 | 300,442.61 | 58% |
| 5b | Road protection works : Metal guard rail (50m) , Barrier (200m) | 1.00 | 75,689.00 | 0.75 | 56,766.75 | 75% | 0.75 | 56,766.75 | 75% |
| 6 | Ancillary works(traffic road signs, pavement marking / studs & km posts) | 1.00 | 44,716.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| 7 | Diversion | 5.16 | 137,161.56 | 4.18 | 111,089.98 | 81% | 4.28 | 113,747.63 | 83% |
| TOTAL | | 124.30 | 7,663,172.00 | 92.08 | 5,803,223.90 | 76% | 98.36 | 6,148,056.53 | 80% |

| Sr. No. | Section V (Km 21+100 - 22+400 & 24+000- 29+000) | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|---------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|-----------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Earth work | 12.600 | 348,919.33 | 10.80 | 299,073.71 | 86% | 10.80 | 299,073.71 | 86% |
| 2 | Sub base & base course | | | | | | | | |
| | a. Granular sub base | 12.600 | 439,902.54 | 10.80 | 377,059.32 | 86% | 10.80 | 377,059.32 | 86% |
| | b. Water bound macadam | 10.472 | 262,015.41 | 9.15 | 228,938.22 | 87% | 9.15 | 228,938.22 | 87% |
| | c. Asphaltic base course | 10.472 | 2,298,608.82 | 9.15 | 2,008,429.21 | 87% | 9.15 | 2,008,429.21 | 87% |
| 3 | Surface courses & pavement | | | | | | | | |
| | a. Asphaltic concrete for wearing course & allied activities | 10.472 | 1,052,491.08 | 9.15 | 919,623.13 | 87% | 9.15 | 919,623.13 | 87% |
| | b. Rigid pavement (Half Pavement Width) | 2.900 | 739,714.31 | 2.90 | 739,714.31 | 100% | 2.90 | 739,714.31 | 100% |
| 4a-i | Retaining wall (RW-2) Total L = 3375 m | | | | | | | | |
| | a. Retaining wall: H=1 m L=925m | 3.083 | 58,663.88 | 3.03 | 57,655.39 | 98% | 3.08 | 58,606.79 | 100% |
| | b. Retaining wall: H=2.5 m L= 350m | 2.000 | 70,670.30 | 1.05 | 37,101.91 | 53% | 1.39 | 49,115.86 | 70% |
| | c. Retaining wall: H=3 m L= 925m | 3.083 | 247,557.19 | 2.70 | 216,803.25 | 88% | 2.70 | 216,803.25 | 88% |
| | d. Retaining wall: H= 3.5 m L=300m | 2.000 | 106,434.62 | 1.04 | 55,346.00 | 52% | 1.04 | 55,346.00 | 52% |
| | e. Retaining wall: H= 4 m L=350m | 2.000 | 152,825.08 | 2.00 | 152,825.08 | 100% | 2.00 | 152,825.08 | 100% |
| | f. Retaining wall: H= 4.5 m L=50m | 1.000 | 26,299.27 | 0.00 | - | 0% | 1.00 | 26,299.27 | 100% |
| | g. Retaining wall: H= 5 m L= 50m | 1.000 | 33,579.40 | 0.00 | - | 0% | 1.00 | 33,579.40 | 100% |
| | h. Retaining wall: H= 6 m L=325m | 3.250 | 309,735.37 | 1.06 | 101,021.38 | 33% | 1.06 | 101,021.38 | 33% |
| | i. Retaining wall: H= 7 m L=100m | 1.000 | 118,305.44 | 0.70 | 82,813.81 | 70% | 0.70 | 82,813.81 | 70% |
| | j. Parapet walls: L=925 m | 5.000 | 20,658.60 | 3.00 | 12,395.16 | 60% | 3.00 | 12,395.16 | 60% |
| | k. Retaining wall (PCC): H= 3m; L=400m | 3.000 | 90,530.73 | 0.00 | - | 0% | 0.00 | - | 0% |
| 4a-ii | Breast wall - 455m | | | | | | | | |
| | a. Breast wall (RW-3) H=2 m L=55 m | 1.000 | 5,375.49 | 0.00 | - | 0% | 1.00 | 5,375.49 | 100% |
| | b. Breast wall (RW-3) H=3 m L=400 m | 2.000 | 81,304.98 | 0.00 | - | 0% | 0.00 | - | 0% |
| 4b-i | Construction of New culverts- Flexible pavement | | | | | | | | |
| | i. 1 x 2 x 2.5 | 1.000 | 31,971.21 | 0.95 | 30,372.65 | 95% | 1.00 | 31,971.21 | 100% |
| | ii. 1 x 3 x 2.5 | 1.000 | 35,226.94 | 0.95 | 33,465.59 | 95% | 1.00 | 35,226.94 | 100% |
| 4b-ii | Construction of New culverts(replacement of old) - Flexible pavement | | | | | | | | |
| | i. 1x 2 x 2.5 (20 deg skew) | 3.000 | 101,802.00 | 2.85 | 96,711.90 | 95% | 2.85 | 96,711.90 | 95% |
| | ii. 1 x 3 x 2 | 2.000 | 59,631.70 | 1.90 | 56,650.12 | 95% | 2.00 | 59,631.70 | 100% |
| | iii. 1 x 3 x 2.5 | 1.000 | 35,911.32 | 0.95 | 34,115.75 | 95% | 0.95 | 34,115.75 | 95% |
| | iv. 3 x 3 x 4 (20 deg skew) | 1.000 | 11,259.37 | 0.00 | - | 0% | 0.00 | - | 0% |
| | v. 2 x 3 x 3 (20 deg skew) | 1.000 | 62,108.63 | 0.95 | 59,003.20 | 95% | 0.95 | 59,003.20 | 95% |
| | vi. 2 x 3 x 2.5 (45 deg skew) | 1.000 | 60,755.59 | 0.95 | 57,717.81 | 95% | 1.00 | 60,755.59 | 100% |
| | vii. 3 x 3 x 2.5 (20 deg skew) | 1.000 | 61,959.62 | 0.95 | 58,861.64 | 95% | 1.00 | 61,959.62 | 100% |

| Sr. No. | Section V (Km 21+100 - 22+400 & 24+000- 29+000) | No of Milestone | Total Value (US \$) | April, 2015 | | | May , 2015 | | |
|--------------|--|-----------------|---------------------|--------------------------|---------------------|----------------------|--------------------------|---------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| | viii. 1 x 3 x 4 (25 deg skew) | 1.000 | 64,759.66 | 0.95 | 61,521.68 | 95% | 1.00 | 64,759.66 | 100% |
| | ix. Service ducts (17 Nos) | 17.000 | 45,125.31 | 13.00 | 34,507.59 | 76% | 17.00 | 45,125.31 | 100% |
| 4b-iii | Construction of causeways L =234.00 m | 1.000 | 199,558.78 | 0.50 | 99,779.39 | 50% | 0.50 | 99,779.39 | 50% |
| 5a | Drainage & erosion works (road side drain) | | | | | | | | |
| | i. Drain type D-1 covered (800 m) | 4.000 | 155,368.48 | 3.00 | 116,526.36 | 75% | 4.00 | 155,368.48 | 100% |
| | ii. Drain type D-1a uncovered (1600 m) | 4.000 | 177,190.32 | 2.00 | 88,595.16 | 50% | 2.00 | 88,595.16 | 50% |
| | iii. Drain type D-2 covered (1225 m) | 3.063 | 264,834.22 | 0.00 | - | 0% | 1.00 | 86,476.48 | 33% |
| | iv. Drain type D-2a uncovered (2240 m) | 4.978 | 278,646.72 | 0.00 | - | 0% | 3.67 | 205,442.97 | 74% |
| | v. Drain type D-4 (475 m) | 1.000 | 88,290.19 | 0.63 | 55,622.82 | 63% | 0.63 | 55,622.82 | 63% |
| | vi. Drain type D-3 (225 m) | 1.000 | 25,024.24 | 0.44 | 11,010.67 | 44% | 0.44 | 11,010.67 | 44% |
| 6 | Ancillary works(traffic road signs, pavement marking / studs & km posts) | | | | | | | | |
| | i. Traffic signs / Km Posts | 1.000 | 14,967.68 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. Pavement Markings / Studs | 1.000 | 43,631.10 | 0.00 | - | 0% | 0.00 | - | 0% |
| 7 | Diversion | 6.300 | 194,680.90 | 5.40 | 166,869.34 | 86% | 5.54 | 171,195.58 | 88% |
| TOTAL | | 146.273 | 8,580,296.00 | 102.90 | 6,350,131.53 | 74% | 116.45 | 6,789,771.81 | 79% |

| Sr. No. | Section VI (Km 29+000 - 33+000) | No of Milestone | Total Value (US \$) | April, 2015 | | | May , 2015 | | |
|---------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|-----------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Earth work | 8.000 | 156,246.00 | 7.40 | 144,529.40 | 93% | 8.00 | 156,248.00 | 100% |
| 2 | Sub base & base course | | | | | | | | |
| | a. Granular sub base | 8.000 | 271,660.00 | 7.40 | 251,289.20 | 93% | 8.00 | 271,664.00 | 100% |
| | b. Water bound macadam | 6.030 | 153,504.00 | 5.45 | 138,740.65 | 90% | 6.03 | 153,505.71 | 100% |
| | c. Asphaltic base course | 6.030 | 1,345,998.00 | 5.45 | 1,216,532.65 | 90% | 6.03 | 1,345,998.51 | 100% |
| | d. Earthen dowel | 1.000 | 3,307.00 | 0.50 | 1,653.50 | 50% | 0.50 | 1,653.50 | 50% |
| 3 | Surface courses and pavement | | | | | | | | |
| | a. Asphaltic concrete for wearing course & allied activities | 6.030 | 616,364.00 | 4.85 | 495,747.60 | 80% | 6.03 | 616,362.48 | 100% |
| | b. Rigid pavement (Half Pavement Width) | 2.880 | 745,325.00 | 2.88 | 745,323.84 | 100% | 2.88 | 745,323.84 | 100% |
| 4a | Retaining wall (RW-2) Total L = 1175 m | | | | | | | | |
| | a. Retaining wall: H=2.5 m L= 275m | 2.750 | 56,413.00 | 1.09 | 22,360.26 | 40% | 2.09 | 42,874.26 | 76% |
| | b. Retaining wall: H=3.0 m L= 450m | 4.500 | 114,847.00 | 2.00 | 51,044.00 | 44% | 3.00 | 76,566.00 | 67% |
| | c. Retaining wall: H=3.5 m L= 100m | 1.000 | 35,624.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | d. Retaining wall: H=4.0 m L= 100m | 1.000 | 44,677.00 | 1.00 | 44,677.00 | 100% | 1.00 | 44,677.00 | 100% |
| | e. Retaining wall: H=4.5 m L= 250m | 2.500 | 130,150.00 | 1.48 | 77,048.80 | 59% | 1.98 | 103,078.80 | 79% |
| 4b-i | Construction of New culverts- Flexible pavement 1 x 2 x 3.5 (40 deg skew) | 1.000 | 53,551.00 | 0.95 | 50,873.45 | 95% | 0.95 | 50,873.45 | 95% |
| 4b-ii | Construction of New culverts(replacement of existing) -Flexible pavement | | | | | | | | |
| | i. 1 x 2 x 4.5 (20 deg skew) | 1.000 | 85,453.00 | 0.95 | 81,180.35 | 95% | 1.00 | 85,453.00 | 100% |
| | ii. 1 x 2 x 3 (25 deg skew) | 1.000 | 48,624.00 | 0.95 | 46,192.80 | 95% | 1.00 | 48,624.00 | 100% |
| | iii. 2 x 3 x 5 (25 deg skew) | 1.000 | 103,510.00 | 0.95 | 98,334.50 | 95% | 1.00 | 103,510.00 | 100% |
| 4b-iii | Construction of New culverts on W&S road | | | | | | | | |
| | i. 1 x 2 x 2 (14.70 m length) | 2.000 | 49,892.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. 1 x 2 x 2 (12.00 m length) | 1.000 | 22,489.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | iii. Service ducts | 13.000 | 35,025.00 | 11.00 | 29,634.00 | 85% | 13.00 | 35,022.00 | 100% |
| 4c | Construction of causeways L = 265.00 m | 1.000 | 254,105.00 | 0.00 | - | 0% | 0.40 | 100,625.58 | 40% |
| 5a | Drainage & erosion works (road side drain) | | | | | | | | |
| | i. Drain type D-1 covered (625 m) | 1.250 | 124,505.00 | 0.00 | - | 0% | 1.00 | 99,604.00 | 80% |
| | ii. Drain type D-1a uncovered (2400 m) | 4.800 | 274,957.00 | 1.70 | 97,381.10 | 35% | 3.10 | 177,577.30 | 65% |
| | iii. Drain type D-2 covered (450 m) | 1.000 | 98,345.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | iv. Drain type D-2a uncovered (1225 m) | 2.450 | 154,615.00 | 0.00 | - | 0% | 2.00 | 126,216.00 | 82% |
| | v. Drain type D-4 (525 m) | 1.000 | 99,633.00 | 0.00 | - | 0% | 0.00 | - | 0% |

| Sr. No. | Section VI (Km 29+000 - 33+000) | No of Milestone | Total Value (US \$) | April, 2015 | | | May , 2015 | | |
|--------------|--|-----------------|---------------------|--------------------------|---------------------|----------------------|--------------------------|---------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| | vi. Drain type D-3 (100 m) | 1.000 | 10,962.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | vii. Drain type D-3 (225 m) W&S Road | 1.000 | 27,866.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| 5b | Road Protection works | | | | | | | | |
| | i. Stone Pitching (350 m) W&S Road | 1.000 | 156,570.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. Gabion (300m) | 1.000 | 50,894.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| 6 | Ancillary works(traffic road signs, pavement marking / studs & km posts) | | | | | | | | |
| | i. Traffic signs / Km Posts | 1.000 | 9,340.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. Pavement Markings / Studs | 1.000 | 27,996.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| 7 | Diversion | 4.000 | 125,491.00 | 3.65 | 114,511.45 | 91% | 4.00 | 125,492.00 | 100% |
| 8a | Monuments & Weigh Station | | | | | | | | |
| | i. Weight Station (2Nos) | 1.000 | 262,153.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| | ii. Monuments (01 Nos) | 1.000 | 74,442.00 | 0.00 | - | 0% | 0.00 | - | 0% |
| 8b | Relocation of Buildings | | | | | | | | |
| | i. Relocation of Boundary wall | 1.000 | 131,205.00 | 0.50 | 65,602.50 | 50% | 0.50 | 65,602.50 | 50% |
| | ii. Relocation of Buildings | 1.000 | 556,251.00 | 0.50 | 278,125.50 | 50% | 0.50 | 278,125.50 | 50% |
| 8c | Relocation of MES Water Supply line (Km 30+700 to 33+850) | 1.000 | 39,322.00 | 1.00 | 39,322.00 | 100% | 1.00 | 39,322.00 | 100% |
| TOTAL | | 96.220 | 6,551,308.00 | 59.65 | 4,090,104.55 | 62% | 74.99 | 4,893,999.43 | 75% |

| Sr. No. | Bridge at Km 18+475 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|---|-----------------|---------------------|--------------------------|-------------------|----------------------|--------------------------|-------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Raft foundation , cut off wall, abut wall , abutment seal & wing wall | | | | | | | | |
| | a. Raft foundation, cut off wall | 1.0 | 156,826 | 1.00 | 73,641.00 | 100% | 1.00 | 73,641.00 | 100% |
| | b. Granular sub base | 1.0 | | 1.00 | 83,185.00 | 100% | 1.00 | 83,185.00 | 100% |
| 2 | Construction of Deck Slab | 1.0 | 27,208 | 0.88 | 23,943.04 | 88% | 0.88 | 23,943.04 | 88% |
| 3 | Dismantling, Structural Excavation, Backfilling , Drainage & Erosion , Rigid pavement & Ancillary works | | | | | | | | |
| | a. Dismantling | 1.0 | 34,034 | 1.00 | 12,884.00 | 100% | 1.00 | 12,884.00 | 100% |
| | b. Structural Excavation, Backfilling , | 1.0 | | 1.00 | 18,534.00 | 100% | 1.00 | 18,534.00 | 100% |
| | c. Drainage & Erosion , Rigid pavement & Ancillary works | 1.0 | | 1.00 | 1,665.00 | 100% | 1.00 | 1,665.00 | 100% |
| | d. Ancillary works | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 7.0 | 218,068 | 5.88 | 213,852.04 | 98% | 5.88 | 213,852.04 | 98% |

| Sr. No. | Bridge at Km 27+000 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|--|-----------------|---------------------|--------------------------|-------------------|----------------------|--------------------------|-------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Construction of Piles | 1.0 | 311,768 | 1.00 | 311,768.00 | 100% | 1.00 | 311,768.00 | 100% |
| 2 | Pile caps , abutment walls, Pier Shaft , Wing walls & Transom | | | | | | | | |
| | a. Pile caps | 1.0 | 222,454 | 1.00 | 83,957.00 | 100% | 1.00 | 83,957.00 | 100% |
| | b. Abutment walls, Pier Shaft Wing walls & Transom | 1.0 | | 0.20 | 27,699.40 | 20% | 0.90 | 124,647.30 | 90% |
| 3 | Casting & Launching of precast panels | | | | | | | | |
| a | Construction of Pre-cast panels | 1.0 | 132,775 | 0.44 | 52,213.92 | 44% | 0.70 | 83,067.60 | 70% |
| b | Launching of Pre-cast Panels | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| 4 | Construction of Deck Slab | 1.0 | 90,033 | 0.00 | - | 0% | 0.00 | - | 0% |
| 5 | Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works | | | | | | | | |
| | a. Excavate surplus common material , Dismantling of structures | 1.0 | 354,807 | 0.15 | 17,541.00 | 15% | 0.15 | 17,541.00 | 15% |
| | b. Surface course & pavement | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | c. Structures excavation & back fill | 1.0 | | 0.50 | 8,330.00 | 50% | 0.50 | 8,330.00 | 50% |
| | d. Approach slabs | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | e. Drainage & Erosion works | 1.0 | | 0.00 | - | 0% | 0.15 | 29,812.65 | 15% |
| | f. Ancillary works | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 12.0 | 1,111,838 | 3.29 | 501,509.32 | 45% | 4.40 | 659,123.55 | 59% |










| Sr. No. | Bridge at Km 27+250 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|--|-----------------|---------------------|--------------------------|-------------------|----------------------|--------------------------|-------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Pile load test & Construction of Piles | | | | | | | | |
| | a. Pile load test | 1.0 | 347,294 | 1.00 | 19,265.00 | 100% | 1.00 | 19,265.00 | 100% |
| | b. Construction of Piles | 1.0 | | 1.00 | 328,029.00 | 100% | 1.00 | 328,029.00 | 100% |
| 2 | Pile caps , abutment walls, Pier Shaft , Wing walls & Transom | | | | | | | | |
| | a. Pile caps | 1.0 | 234,299 | 1.00 | 87,871.00 | 100% | 1.00 | 87,871.00 | 100% |
| | b. Abutment walls, Pier Shaft Wing walls & Transom | 1.0 | | 1.00 | 146,428.00 | 100% | 1.00 | 146,428.00 | 100% |
| 3 | Casting & Launching of precast panels | | | | | | | | |
| | a. Construction of Pre-cast panels | 1.0 | 158,157 | 1.00 | 141,038.00 | 100% | 1.00 | 141,038.00 | 100% |
| | b. Launching of Pre-cast Panels | 1.0 | | 1.00 | 17,119.00 | 100% | 1.00 | 17,119.00 | 100% |
| 4 | Construction of Deck Slab | 1.0 | 136,150 | 0.00 | - | 0% | 0.59 | 80,328.50 | 59% |
| 5 | Structural Excavation, Dismantling Backfilling , Earth work , surface course & pavement , drainage & Erosion & Ancillary works | | | | | | | | |
| | a. Excavate surplus common material, Dismantling of structures | 1.0 | 197,719 | 0.13 | 10,394.15 | 13% | 0.13 | 10,394.15 | 13% |
| | b. Surface course & pavement | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | c. Structures excavation & back fill | 1.0 | | 0.50 | 10,242.00 | 50% | 0.70 | 14,338.80 | 70% |
| | d. Approach slabs | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | e. Drainage & Erosion works | 1.0 | | 0.25 | 18,462.75 | 25% | 0.40 | 29,540.40 | 40% |
| | f. Ancillary works | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 13.0 | 1,073,617 | 6.88 | 778,848.90 | 73% | 0.00 | 874,351.85 | 81% |

| Sr. No. | Bridge at Km 2+200 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|-----------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint | | | | | | | | |
| | a. Dismantling of Existing Expansion joint | 1.0 | 68,944 | 0.00 | - | 0% | 0.00 | - | 0% |
| | b. Concreting of new expansion joint | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | c. Installation of New Expansion joint | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 3.0 | 68,944 | 0.00 | - | 0% | 0.00 | - | 0% |

| Sr. No. | Bridge at Km 11+560 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|------------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Dismantling of Existing Expansion joint , concreting of new expansion joint & Installation of New Expansion joint | 1.0 | 37,579 | 0.00 | - | 0% | 0.66 | 24,802.14 | 66% |
| 2 | Construction of PCC Protection wall & Random Rubble masonry wall | 1.0 | 67,717 | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 2.0 | 105,296 | 0.00 | - | 0% | 0.66 | 24,802.14 | 24% |

| Sr. No. | Bridge at Km 21+320 | No of Milestone | Total Value (US \$) | April, 2015 | | | May, 2015 | | |
|--------------|---|-----------------|---------------------|--------------------------|-----------------|----------------------|--------------------------|-----------------|----------------------|
| | | | | No of Milestone Achieved | Accruals (US\$) | Percentage Completed | No of Milestone Achieved | Accruals (US\$) | Percentage Completed |
| 1 | Roll Pointing | 1.0 | 245 | 0.00 | - | 0% | 0.00 | - | 0% |
| 2 | Dismantling of existing railing , Construction of new steel railing as per drawing, poly urethane paint on existing steel girders | 1.0 | 4,813 | 0.00 | - | 0% | 0.00 | - | 0% |
| 3 | Pressure grouting of existing abutments | 1.0 | 24,258 | 0.00 | - | 0% | 0.00 | | |
| 4 | Scarification of existing road pavement , surface course & pavement, drainage & erosion works , Ancillary works | | | | | | | | |
| | a. Scarification of existing road pavement | 1.0 | 42,414 | 0.00 | - | 0% | 0.00 | - | 0% |
| | b. surface course & pavement | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | c. drainage & erosion works | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| | d. Ancillary works | 1.0 | | 0.00 | - | 0% | 0.00 | - | 0% |
| TOTAL | | 7.0 | 71,730 | 0.00 | - | 0% | 0.00 | - | 0% |

*The following table shows the forecasted completion of in progress activities.

| | Remaining Works | Year 2015 | | | | | | | |
|--------|--|--|------|-----|-----|-----|-----|-----|-----|
| | | May | June | Jul | Aug | Sep | Oct | Nov | Dec |
| PIL 05 | Section -IV (19+000 to Km 21+100 & 22+400 to 24+000 & Loop # 02) |  | | | | | | | |
| | Section -V (Km 21+100 - 22+400 and 24+000 - 29+000) |  | | | | | | | |
| | Section -VI (Km 29+000- 33+000) |  | | | | | | | |
| | Construction of Bridge at Km 18+475 |  | | | | | | | |
| | Construction of Bridge at Km 27+000 |  | | | | | | | |
| | Construction of Bridge at Km 27+250 |  | | | | | | | |
| | Rehabilitation works at Bridge at Km 2 + 200 |  | | | | | | | |
| | Rehabilitation works at Bridge at Km 11 + 560 |  | | | | | | | |
| | Rehabilitation works at Bridge at Km 21+320 |  | | | | | | | |

***Note:** FWO has not provided the construction schedule, the above table is based on assumptions keeping the current progress, weather condition and construction sequence of sub activities.

2.2 Financial Progress (Budget / Accrued / Accruals)

The following pie chart shows the percentage of accrued, accruals and balance of funds against allocated Budget (\$ 67,000,000):

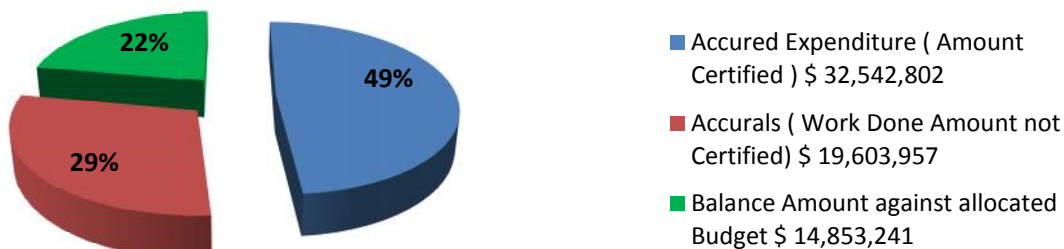


Table: Details of Accruals and Accrued Expenditure

| Sr. No. | PIL | Sub - Projects | | Sub-Project Cost | PIL Cost | Till Previous Month | | Current Month | | Total | | Balance |
|---------|--------|----------------|--------------|------------------|--------------|---------------------|-------------|---------------------|--------------|--------------|-------------|-------------|
| | | Road | Bridges | | | Accrued Expenditure | Accruals | Accrued Expenditure | Accruals | Accrued Exp | Accruals | |
| 1 | PIL 01 | Sec 01 | - | \$9,978,081 | \$9,978,081 | \$9,978,081 | - | - | - | \$9,978,081 | - | - |
| 2 | PIL 02 | Sec 02 | - | \$9,383,483 | \$9,383,483 | \$9,383,483 | - | - | - | \$9,383,483 | - | - |
| 3 | PIL 03 | Sec 03 | - | \$9,512,705 | \$9,512,705 | \$9,512,705 | - | - | - | \$9,512,705 | - | - |
| 4 | PIL 04 | - | at Km 9+560 | \$1,225,965 | \$3,668,533 | \$1,225,965 | - | - | - | \$1,225,965 | - | - |
| | | - | at Km 23+750 | \$1,392,302 | | \$1,392,302 | - | - | - | \$1,392,302 | - | - |
| | | - | at Km 11+190 | \$604,551 | | \$604,551 | - | - | - | \$604,551 | - | - |
| | | - | at Km 22+925 | \$445,715 | | \$445,715 | - | - | - | \$445,715 | - | - |
| 5 | PIL 05 | Sec 04 | - | \$7,663,172 | \$25,444,269 | - | \$5,803,224 | - | \$344,833 | - | \$6,148,057 | \$1,515,115 |
| | | Sec 05 | - | \$8,580,296 | | - | \$6,350,132 | - | \$439,640 | - | \$6,789,772 | \$1,790,524 |
| | | Sec 06 | - | \$6,551,308 | | - | \$4,090,105 | - | \$803,895 | - | \$4,893,999 | \$1,657,309 |
| | | - | at Km 18+475 | \$218,068 | | - | \$213,852 | - | - | - | \$213,852 | \$4,216 |
| | | - | at Km 27+000 | \$1,111,838 | | - | \$501,509 | - | \$157,614 | - | \$659,124 | \$452,714 |
| | | - | at Km 27+250 | \$1,073,617 | | - | \$778,849 | - | \$95,503 | - | \$874,352 | \$199,265 |
| | | - | at Km 2+200 | \$68,944 | | - | - | - | - | - | - | \$68,944 |
| | | - | at Km 11+560 | \$105,296 | | - | - | - | \$24,802 | - | \$24,802 | \$80,494 |
| | | - | at Km 21+320 | \$71,730 | | - | - | - | - | - | - | \$71,730 |
| Total | | | | \$57,987,071 | \$32,542,802 | \$17,737,670 | - | \$1,866,287 | \$32,542,802 | \$19,603,957 | \$5,840,312 | |

3. ACTIVITIES DURING THE REPORTING PERIOD

3.1 Field Inspections

During the reporting month, the following field inspections frequency by AGES technical staff was carried out:

| | |
|------------------------------------|------|
| ▪ Project Manager | = 02 |
| ▪ Quality Assurance Manager | = 03 |
| ▪ M & E Specialist | = 08 |
| ▪ Field Managers | = 11 |
| ▪ Environmental compliance officer | = 04 |
| ▪ Security Officer | = 01 |
| ▪ Field Monitors | = 30 |
| ▪ Laboratory Staff | = 14 |

3.2 Field Observations & Follow up

| Sr. No | Findings | Follow up | Status |
|--------|---|---|--|
| 1 | Drains type D-3 and parapet walls, constructed with deficient concrete . | AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015 | Joint core samples are yet to be taken for testing |
| 2 | At Km 37+000 onwards heavy dust observed due to construction, creating severe environmental hazard. | AGES QAM intimated FWO/ Nespak CRE via email 15-April 2015 & 22- May 2015 | Rectification in progress |
| 3 | At Km 24+525 it was observed that the level/slope of drain not as per drawing. | AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015 | No action taken by FWO/Nespak till end of the reporting month. |
| 4 | Unspecified sub-base material found between Km 34+100 to Km 34+800. | AGES QAM intimated FWO/ Nespak CRE via email 23-April 2015. AGES PM informed USAID PM via email 28-April 2015. USAID PM intimated FATA Sect PD via email 28-April 2015. | Unspecified sub base material has been removed / scarified & brought in conformity with specifications |
| 5 | At Km 25+400 a localized pavement distress was observed in the asphalt wearing course.. | AGES QAM intimated FWO/ Nespak CRE via email 30-April 2015 | No action taken by FWO/Nespak till end of the reporting month. |
| 6 | Substandard Water stopper in Box culvert Sec 07 | AGES QAM intimated FWO/ Nespak CRE via email 12 -May 2015 | Water stopper brought in conformity with specification on 15-5-15 |
| 7 | Substandard Stone Masonry works in Retaining and Breast Walls | AGES QAM intimated FWO/ Nespak CRE via email 20 -May 2015 | Rectification in progress |
| 8 | Settlement in Flexible Pavement at KMs 09+560 (Bridge No. 2) & KM 21+320 (Near Filtration Plant). | AGES QAM intimated FWO/ Nespak CRE via email 22 -May 2015 | No action taken by FWO/Nespak till end of the reporting month. |
| 9 | Substandard workmanship at Baghiari check post | AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015 | No action taken by FWO/Nespak till end of the reporting month. |
| 10 | Improper backfilling at newly constructed retaining walls, breast walls, culverts, RCC Drains | AGES QAM intimated FWO/ Nespak CRE via email 28 -May 2015 | Rectification in progress |

3.3 Meetings

Conducted follow-up /coordination meetings:

| Date | Participants | Venue |
|-------------|--------------------------|-----------------------------------|
| May 7, 2015 | USAID, AGES, FWO, NESPAK | NESPAK House Islamabad |
| May 8, 2015 | AGES, FWO, NESPAK | CRE office, Jamrud, Khyber Agency |
| May 9, 2015 | USAID, AGES, FWO, NESPAK | CRE office, Jamrud, Khyber Agency |

3.4 Laboratory Tests

The following table shows the frequency of laboratory tests conducted during the reporting month.

| Sr. No. | Test | No of Tests conducted | | | | | | | | |
|--------------|--|-----------------------|----------|-----------|------------|----------|------------|------------|-----------|------------|
| | | Independent | | | Jointly | | | Total | | |
| | | Total | Fail | Pass | Total | Fail | Pass | Tests | Fail | Pass |
| 1 | Asphaltic concrete wearing course quality test | 17 | 0 | 17 | - | - | - | 17 | 0 | 17 |
| 2 | Asphaltic concrete wearing course compaction test | - | - | - | 51 | 0 | 51 | 51 | 0 | 51 |
| 3 | Asphaltic concrete wearing course cores thickness test | - | - | - | 51 | 3 | 48 | 51 | 3 | 48 |
| 4 | Tack coat test | - | - | - | - | - | - | - | - | - |
| 5 | Asphaltic concrete base course quality test | - | - | - | - | - | - | - | - | - |
| 6 | Asphaltic concrete base course cores compaction test | - | - | - | 6 | 0 | 6 | 6 | 0 | 6 |
| 7 | Asphaltic concrete base course cores thickens test | - | - | - | 6 | 0 | 6 | 6 | 0 | 6 |
| 8 | Prime coat | - | - | - | - | - | - | - | - | - |
| 9 | Aggregate Base course material quality test | 15 | 3 | 12 | - | - | - | 15 | 3 | 12 |
| 10 | Aggregate Base course field density test (FDT) | - | - | - | 5 | 4 | 1 | 5 | 4 | 1 |
| 11 | Sub base material quality test | 17 | 0 | 17 | - | - | - | 17 | 0 | 17 |
| 12 | Sub base material field density test (FDT) | - | - | - | 6 | 2 | 4 | 6 | 2 | 4 |
| 13 | Sub grade material quality test | 4 | 0 | 4 | - | - | - | 4 | 0 | 4 |
| 14 | Sub grade material field density test (FDT) | - | - | - | 6 | 0 | 6 | 6 | 0 | 6 |
| 15 | Aggregate quality test for concrete | - | - | - | - | - | - | - | - | - |
| 16 | Concrete compressive strength test | 14 | 0 | 14 | | | | 14 | 0 | 14 |
| 17 | Absorption & Compression strength of Bricks | 2 | 0 | 2 | | | | 2 | 0 | 2 |
| 18 | RIP RAP Stones quality test | 4 | 3 | 1 | - | - | - | 4 | 3 | 1 |
| Total | | 73 | 6 | 67 | 131 | 9 | 122 | 204 | 15 | 189 |

3.5 Environmental Compliance

The Environmental Monitoring Report is attached as **Annex-I**.

4. SECURITY SITUATION

The security situation report is attached as **Annex-II**.

ANNEXURE-I
ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring Report

Environmental Compliance Officer: Shabir Ahmad Khan

Field Monitor (Social): Jamil Khan

Road Section Under Construction

Section – I (0+000 to km; 9+000)

Section – II (km: 9+000 to 14+000)

Section – III (km: 14+000 to 19+000 & Loop-I)

Section – IV (km: 19+000 to 21+100, km: 22+400 to km; 24+000 & Loop-II)

Section – V (km; 21+100 to km: 22+400 & km: 24+000 to 29+000)

Section – VI (km: 29+000 to 33+00)

Section – VII (km: 33+000 to km: 37+000)

Section – VIII (km: 37+000 to km: 41+000)

Section – IX (km: 41+000 to km: 43+465 & Loop-III)

PERSONS CONSULTED AT SITE

1. Mr. Farooq Khan, Site Sub-Engineer, FWO
2. Mr. Tariq, Site Surveyor, FWO
3. Mr. Azam Khan, Surveyor, FWO
4. Mr. Mohammad Aizaz, HSE Inspector, FWO
5. Mr. Abdur Rahim, Generator Operator, FWO

Work Status

- Work in progress ☒
- Work Stopped ☐
- Work Completed ☐

Quality Of Environment Compliance

- Good ☐
- Satisfactory ☐
- Not Satisfactory ☒

Issues at Site

- Road blockage is common at different places due to road construction or traffic control mismanagement.
- Extremely dust pollution at some places of the road.

- Installation of traffic sign boards with reflecting material, speed breakers, etc. were found missing, especially at diversions.
- While working at sites workers are without using PPE's (Personal protective equipments).
- Health & Safety arrangements, such as first aid boxes and ambulance services are available at FWO Camp, and will be provided to the workers when needed at site.
- Handling of Solid Waste at sites, especially culverts and retaining wall construction are insufficient.
- Proper placement, transportation and storage of building material need improvement.

Environmental Monitoring Check List for the Site

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|---------------------------|---|--|--|---|
| Construction Phase | | | | |
| 1 | Use of heavy equipment | a. Set protocols for vehicle Maintenance. b. Check fuel level, deliveries, and use. c. Check pipes and joints for leaks. d. Tight & check generators cables and fuel lines. e. Prevent overfilling of main storage and vehicles tanks. f. Avoid parking of heavy equipments under trees to prevent soil compaction and damage to the roots of the trees. | Soil contaminations, stability and erosion | During the site visits, it was observed that heavy and light machinery was properly maintained and parked at FWO camp. |
| 2 | Flood protection | a. Culvert construction to control flood damages and provide safety to embankments. b. Take measures to protect road along the river side. c. Construction of retaining walls. d. Provide new causeways for a smooth flow to flood water during rainy seasons. | Road protection and Safety | Safety measures, such as side drains, culverts and retaining wall construction in sections V, VI & VII are in progress to protect the road from flood water and provide a smooth flow to wastewater disposal. |
| 3 | Handling and transportation of hazardous waste | a. Prevent dumping of hazardous materials near villages and water bodies. b. Burn waste oil, which is not reusable. c. Recyclable material should not contain heavy metals that are inflammable, investigate and use less toxic alternative products. d. Prohibit use of waste oil for cooking purposes. | Soil Contamination and Safety | During site visits, no hazardous material was found along the road site; therefore, no action as such is further required. |
| 4 | Handling of solid Waste | a. Site manager should feel responsible for the collection and disposal of solid waste. b. Provide Training to the site personnel in waste management and its handling procedures. c. Separation of chemical waste for special handling. d. Record the amount of waste, generated recycled & reused e. Proper storage and well managed site practices will minimize the damage to potentially contaminate construction materials. f. Store general refuses in enclosed bins to control its further mixing with construction materials. g. Engage a reputable waste collection firm for waste collection and removal of | Toxicity, Soil Contamination and Pollution | During site visits, FWO staff was strictly suggested to comply with the solid waste management protocols to prevent the contamination of construction materials. So far the arrangements, to handle the construction materials in main storage were satisfactory, but found insufficient at work places. The sub-contractors were advised to provide bins for the handling of solid waste, especially during retaining walls and culvert construction at the sites. |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|---|---|---|---|
| 5 | Construction crews, camps & Accommodation | <p>general refuse at the site.</p> <ol style="list-style-type: none"> Check quality & maintenance of accommodation for site crew. Avoid cutting of vegetation as much as possible. Provide sanitation, such as pit latrines to the site crew on a temporary basis. Use of local labor. Screening test for potentially affected HIV and tuberculosis viruses' site crews. Provide education and enforced guidelines to local inhabitants. Set guidelines to prohibit poaching and plant collection. Provide an adequate and good quality of food to the work force. Drinking water should meet WHO standards, and clearly demarcated from water for construction purposes. Prohibit domestic pets / livestock to enter into the site. | Ground water pollution and conflicts with locals. | <p>During site visits, it was found that the FWO camp was renovated and properly maintained in order to provide basic facilities for the construction crew, such as washrooms, kitchen, TV lounge, café shop, dining hall etc.</p> <p>The quality of food provided to the FWO labor force was good and found sufficiently enough. Other facilities, such as health hygiene were also found satisfactory.</p> |
| 6 | Material handling, use, and storage | <ol style="list-style-type: none"> Securing of construction materials will ensure a safe passage between destinations for the transport system. Loaded vehicles shall be properly covered to prevent spillage, and contractor should be held responsible to clear them off. Transfer and deposit construction materials directly to the site for use. Avoid stockpiles to create less visual impacts. Leftover of any foreign materials on the site should clearly be off, and the project area should also be properly reinstated, affected by any construction activity. Avoid spray of any bitumen products on vegetation outside the road area. Avoid concrete mixing on ground. Use of wet gravel at site. Avoid direct fall of drainage water into sensitive areas. Control all runoff from batching plants so that cement do not contaminate water, and if any, it should be collected, stored and disposed of at a designated site. Collect and deliver empty cement bags to recycling plants. Storage of contaminated water should not allow to | Dust pollution | <p>The FWO labor force was suggested to provide safe passages to dumpers for carrying construction materials from main storage to work places. Further suggested that the construction material should be properly loaded and secured to prevent the material spillage and minimize the stockpiles visual impacts. The compliance about the proper placement and handling of building materials was not satisfactory, especially during retaining walls and culvert construction.</p> |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|--|---|--|--|
| | | overflow, and will be protected from rain water. | | |
| 7 | Materials extraction, Quarrying & logging | a. Identify environment friendly materials within budget. b. Use materials from local road cuts first, only if it produces an aggregate of materials for stabilizing surfaces and filling embankments. c. Project area should be properly restored and treated with erosion control measures once materials removed at the site. d. Develop logging, quarrying and borrowing plans, and also take into account its accumulative effects. e. Take photos at site before the start of excavation, so that restoration can match the original site as much as possible. Also make sure that site quarries and gravel pits are invisible to travelers on the road. f. Adhere and monitor the plans to minimize side impacts due to extraction activities. Try to modify the plans as much as required. g. Restore and sustain the site area once the extraction activity is over. h. Install drainage structures to direct the water away from the pits. i. Implement safety protocols to minimize the risks occurring due to collapse of quarry walls, rocks falling, debris, or any other accidental falls from clefts. j. Discuss the use of retaining wall pits and water ponds with the local community as an option used for crops, grazing of cattle, or similar use. | Change in landscape & Creation of water ponds. | The AGES team visited the FWO office, advised to provide the whole incidence and social/resettlement records. They agreed to provide in detail in the coming month. FWO management was also advised for proper maintenance of the quarry area as well as the restoration of the original site, once the borrowing activities accomplished. |
| 8 | Site clearing & leveling | a. Minimize disturbance to local flora during construction activities as much as possible. b. Minimize the amount of clearance of small areas for active work once at a time. c. Avoid use of herbicides. Any such use should follow health and safety procedures to protect people and the environment. d. The limit for herbicide use should specify by the manufacturers. e. Clear the project area without destroying plants and turfs, | Loss of vegetation, soil erosion, stability, water pollution, health of workers and local community. | During the site visits, no impact on vegetation was found as most of the project area is rugged, and of hilly nature. No use of herbicides was found as most of the project area is barren and devoid of the greenery and plantation. Appropriate measures were taken for the conservation of soil. |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|---------------------------------|--|---|--|
| | | <p>and take measures to preserve and replant where ever is possible.</p> <p>f. Remove Vegetation during dry periods only, and preserve soil top surface if required re spreading. While if it is removed during wet periods, don't disturb soil just before the actual start of construction.</p> <p>g. Use of erosion control measures such as hay bales.</p> <p>h. Replant and re –vegetate the local flora on immediate basis once removed the equipment from the site.</p> | | |
| 9 | Excavation, cutting and filling | <p>a. Cover Piles with plastic sheets, prevent run off with hay bales, or use similar measures.</p> <p>b. Fencing around excavation activities.</p> <p>c. Investigate shallow over excavation and alternatives.</p> <p>d. Construction crews and supervisors must aware of the historic burials, socio-cultural and religious objects. And, if recovered should properly be guarded to avoid any destruction.</p> <p>e. Ensure that excavation is accompanied by a well-engineered drainage system.</p> <p>f. Don't fill the flow line of a watershed. In arid areas, even the occasional rains may create a strong flow of water in channels.</p> <p>g. Adopt best engineering practices, for example, don't use the soil alone, first lay a bed of rock and then gravel it.</p> <p>h. Balance cuts and fills, wherever is possible to minimize the earth work movement.</p> <p>i. Water sprinkling to avoid dust solution for road temporarily used for traffic.</p> | Soil erosion, stability and surface water contamination | <p>Excavation, cutting & filling for the road widening, culverts and retaining wall construction in section VII, and VIII is in progress. While the protocol compliance about the Health & safety and environmental issues are generally missing or insufficient in the above sections.</p> <p>During site visits, it was also recommended to the subcontractors to properly cover and fence all the culverts construction at work places. A proper drainage system for the smooth flow of water fall during excavations is also needed at site. Sprinkling of water is also needed to avoid dust pollution on diversions.</p> |
| 10 | Traffic Control and management | <p>a. Need for practical efforts in order to control and accommodate traffic along the road as far as much as possible.</p> <p>b. Provide sign boards in order to give directions, and guide drivers about diversions.</p> <p>c. Provide proper traffic management training to the contractor staff at the site before the construction activities take place.</p> | Health and Safety of worker & local population | <p>Traffic flows with diversions along the existing road. Road blocking is common at different places of section vi and onward, due to road construction.</p> <p>Despite the arrangements for diversions, proper traffic signboards for traffic control management are missing at the site. Therefore, FWO contractors are strongly suggested:</p> |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|--------------------------------------|--|---|--|
| | | d. Avoid as much as possible temporary bypasses during land clearing at site. e. Maximum speed limit at the project site for heavy machinery should not exceed 20Km/HR. f. Try to keep the road, partly closed to provide all time maximum safe passage to the vehicles/pedestrians g. Try to conduct work when traffic volume is low h. Organize a proper schedule in order to deliver sand trucks at the time of less traffic. | | Install temporary traffic sign boards with reflective materials to maximize drivers' visibility at night. Construction of speed breakers to specify a maximum speed limit for heavy machinery at the site. The maximum speed limit should not exceed 20Km/hr. |
| 11 | Blasting | a. Allow minimum blasting as much as possible at site. b. Take Safety measures to provide protection to workers and locals from injuries due to falling of rocks and avalanches. c. Provide protective equipments to the workforce on an individual basis. | Noise pollution and occupational safety | Currently, rock excavation for road widening in sections VII, VIII & IX is in progress. The protocol compliance of the labor safety during excavation activities is generally missing at the site. Therefore, FWO is advised to provide PPEs (personal protective equipments) to workers to ensure labor safety at site. |
| 12 | Sources of building materials | a. Develop logging, quarrying and borrowing plans to provide cumulative effects of environmental compliance at site. b. Adherence to plans and monitoring over impacts of extraction activities at site. Try to modify these plans as much as required. c. Fill in quarries and pits before the abandoning of the construction activity. d. Control runoff into pits. | Damages to the aquatic, terrestrial ecosystems erosion, siltation, and vector-borne diseases | The environmental compliance about the quarry areas is not satisfactory at few places. Therefore, FWO is strictly advised to fill the quarries and pits once the borrowing activities accomplished. |
| 13 | Dust Pollution | a. Water sprays. b. Covering of Trucks with tarpaulins. | A nuisance to the public, undermining the quality of air and water due to contamination | The problem of dust pollution still continues in serious passions in some places, owing to heavy commercial traffic along the corridor and nature of soil. During the month, mitigation measures in this aspect are quite unsatisfactory. Therefore special attention is required with proper planning, because the dust pollution impacts directly on human health. |
| 14 | Borrow Areas | These impacts of borrow areas can be reversed if a diligent restoration process is placed by the contractor as well as approved by the Highway Division. | Rugged landscape, its interference with the local aesthetics; posing of danger to livestock and local community children; holding of stagnant water and taking up of agricultural land. | The activities concerning borrow areas were mostly seen along the non perennial flooded stream beds, where the restoration is generally made naturally after rain. However, where the restoration like land leveling, etc. is required, that has been implemented at some places. Due to the rugged and the hilly |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|---|--|---|--|
| | | | | nature of the project area, there are some deep pockets and stream banks along the road, where the excavated material can safely be dumped. |
| 15 | Damages to the existing infrastructure | a. Locate different locations of existing infrastructure on both sides of the road. b. Avoid damages to locations of water pipes and electricity pylons etc. | Facilities to the locals | Since project commencement, FWO has demonstrated utmost care of the overhead and underground infrastructure facilities and avoided damages to water pipes and electricity pylons etc. especially during culvert construction. It was also suggested to the workers to inform FWO/ NESPAK / WAPDA/PTCL departments before the excavation activities started at the site. |
| 16 | Health & Safety of the workers | a. Prepare and implement a Health and Safety Plan at the site. b. Exclude public from site area. c. Ensure that workers use Personal Protective Equipments. d. Provide Health & Safety Training (including HIV/AIDS transmission process) to all personnel; e. Follow documented procedures for all activities at site; f. Keep reports and records of accidents. | Workers and public at risk due to accidents at site | During the site visit, it was observed that the compliance about the Health and Safety protocols was generally followed at camp, while neglected at work site. In this regard, FWO officials were advised to observe the protocol compliance concerning the labor safety, preparing of H&S plan and keeping records about accidents, illness and treatments of workers, etc. Moreover, training of H&S protocol compliance to the workers is also very important to ensure labor safety and good health at site. Also, health facilities, such as ambulance services, first aid, etc. are available at FWO camp and provided to the workers on site when needed. PPEs (Personal protective equipments) for the safety of labor were missing at the project site. |
| 17 | Local Employment | The contractor should hire at least 50% of the local workforce at the project site. | Economic benefits to the local people | The majority of the FWO workforce is regular employees. Local labor is also hired when needed at site, especially with sub contractors. |
| 18 | Others concerns like Resettlement etc. | a. Resettlement, if any. b. Provide pedestrians and road access to local people. c. Avoid social disturbances over Infrastructure damages, such as telephone cables, sewerage, water supply schemes etc. d. Avoid Social Conflicts with locals. | Resettlement & Social management | Due to the road construction on the existing corridor, there are some minor resettlement issues in the project area. These issues were resolved in a peaceful manner, providing the same construction at other places. During the last visit, FWO was advised to provide the detail of all the relocated structures. The infrastructure facilities, |

| S. # | Activity | Mitigation Measures | Monitoring indicators | Field Observations |
|------|----------|---------------------|-----------------------|---|
| | | | | such as water supply lines, telephone cables and electricity lines etc. are identified and relocated. During site visits, few social conflicts with locals were noticed during the whole period, but resolved properly. |

ENVIRONMENTAL MONITORING



View of vehicles stand at FWO Camp



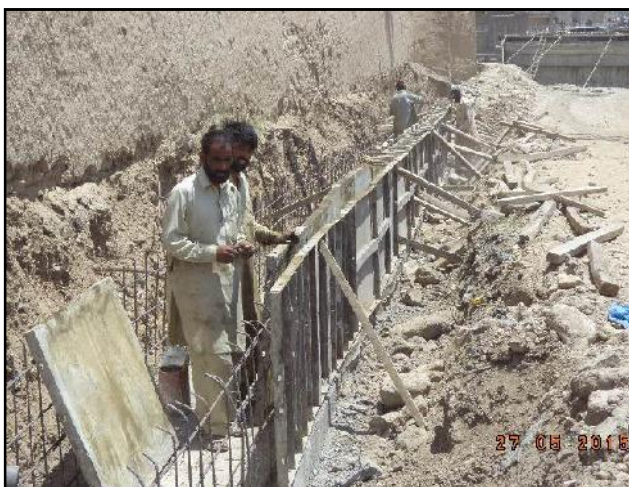
Inside view of the Dispensary at FWO camp.



KM: 14+000 View of the reconstructed shop along the road



KM: 22+937 View of the reconstructed boundary wall in the back of the side drain construction



KM: 27+050 Side drain construction needs labor safety protocols compliance



KM: 29+000 shops reconstruction along the road is in progress



KM: 24+ 300 Quarry area needs H&S protocols
Compliance & proper placement of construction materials



KM: 33+658 Drilling and blasting for the excavation of
construction material at quarry area needs labor safety
protocols compliance



KM: 34+000 Dust pollution needs sprinkling of water
Safety measures & labor safeguards



KM: 35+150 culvert construction needs H&S protocols
compliance



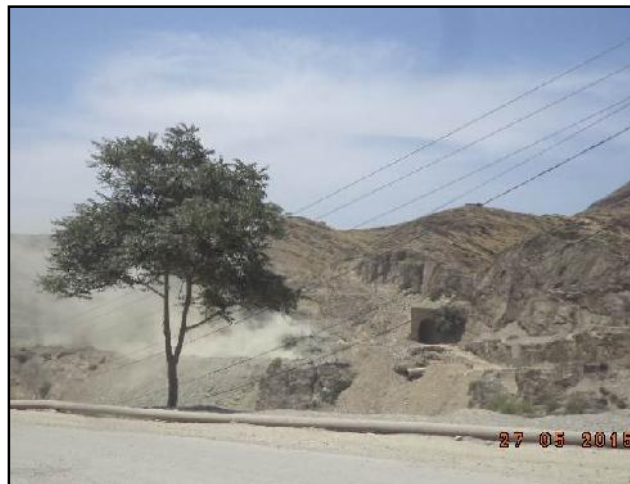
KM: 35+900 Rigid pavement construction needs H&S
Protocols compliance and labor safeguards



KM: 37+500 Retaining wall construction needs proper
placement building Material and H & S measures



KM: 38+200 Hill cutting continues, which needs labor safeguards and H&S protocols compliance



KM: 38+300 Drilling and blasting for the excavation of construction material at quarry area needs labor safety protocols compliance



KM: 38+400 Dust pollution needs sprinkling of water safeguards and H&S protocols compliance



KM: 38+700 View of the disposed surplus cut material from the road shoulder down the valley



KM: 39+500 View of the dismantled building along the Road near Michani check post



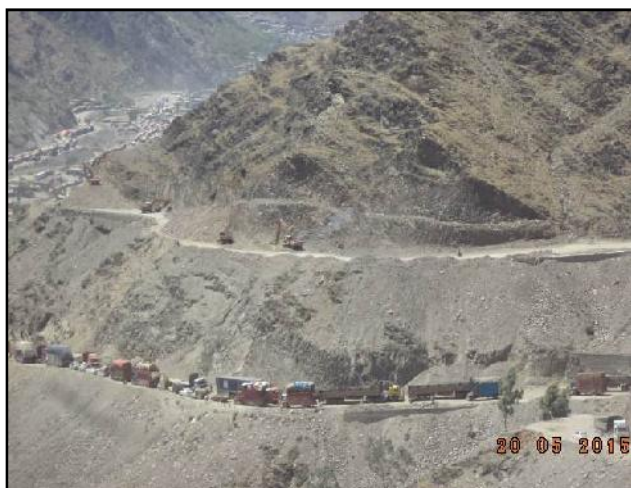
KM: 39+700 Dust pollution needs sprinkling of water



KM: 39+750 Dust pollution needs sprinkling of water



KM: 40+200 View of the disposed surplus cut material from the road shoulder down the valley



KM: 41+700 View of traffic blockage due road construction

**ANNEXURE-II
SECURITY REPORT**

MONTHLY SECURITY REPORT

Situation Analysis: During this reporting period there were multiple raids and security operations in KPK resulting in numerous arrests and the location of multiple static IEDs. Continued military operations in the nearby FATA will continue to incite militants into retaliation. The threat of an attack by various terrorist groups a daily concern. While security forces are expected to remain the prime target of militant groups, but the elevated threat of terror attacks persists against civilian / soft targets including; government installations, high-profile / sensitive locations, crowded public places, pro-government tribes and religious sites / events. Shift of threat towards foreign interest's remains a possibility in the wake of latest drone attacks and as the situation evolves.

- 1. USAID's Threat Assessment:** According to USAID's threat assessment, the risk level in KP & FATA is 'HIGH'.
- 2. PTR Visit by Security Officer:** On May 06, 2015 Security Officer CMEP-KP in a routine visit to Peshawar Torkham Road-PTR met FWO and NESPAK officials besides CMEP-KP Staff. The overall general security situation was discussed and found that the security arrangements were good and satisfactory and the Staff of CMEP-KP were following their work schedule without any security concern.
- 3. Revision / Updating Security Plan:** On the direction of Project Manager CMEP-KP the Security Plan, Emergency Response Plan and General Orders for Security Guards were revised / updated.
- 4. Partner Security Liaison Unit Meeting of Implementing Partners:** On May 28, 2015, Security Officer, Major (R) Rafaqat Ali attended USAID-PLSU meeting with IPs held at Islamabad Club.
- 5. Details of Security Related Incidents in Khyber Agency:** The security related incidents are summarized date wise as below:
 - **5 Militants Killed in Khyber Agency**
On May 2, 2015, five militants affiliated with the Tariq Afridi group of the Taliban were killed and several others wounded by Security forces in Khyber Agency. Security forces continued their ground offensive in Taliban-controlled areas and made fresh gains as the militants had abandoned their sanctuaries.
 - **TTP Commander Arrested in Khyber Agency**
On May 8, 2015, a key commander of Tehreek Taliban Pakistan named as Khalid, who belonged to Khyber agency was taken into custody during a search operation by Anti terrorism department, suicide jackets, weapons, explosives with prohibited ammunitions were also recovered from his hideout.
 - **Man Shot Dead in Jamrud**
On May 19, 2015, Sahib Jan was on his way home in the evening from Jamrud Bazaar when armed motorcyclists shot him dead in the Surkamar area in the Jamrud Tehsil of Khyber Agency.

- **Blast Kills Tawheed-ul-Islam's Activist**

On May 20, 2015, a volunteer of Tawheed-ul-Islam (peace Lashkar of Zakha Khel) was killed when a remote control Improvised Explosive Device (IED) planted by unknown militants went off here in Katta Kanari, the remote area of Tirah valley of Khyber Agency.

- **Journalist's house attacked in Jamrud**

On May 27, 2015, unidentified persons hurled a hand-grenade at the house of a local journalist Muhammad Akbar in Jamrud Tehsil of Khyber Agency but it caused no loss of life or property.

6. Advisory: CMEP-KP Staff is advised to practice vigilance in close proximity of identified targets of the militants. All personal and travel security procedures should be followed. Staff is advised to accept personal responsibility for their own safety and of their subordinates by adhering to the following safety protocols:

- Follow security orders and instructions.
- Maintain a high level of vigilance and take appropriate steps to enhance your personal security.
- Maintain a low personal profile by not doing anything that draws attention to yourself. Dress commonly in the area and blend in with the rest of the population.
- Vary routes and timings to and from work.
- Carry cell phone all the times for information of situation, make sure it has sufficient battery power and phone credit.
- Check the interior and exterior of your vehicles prior to getting into it (for any suspicious item).
- Keep the doors locked and windows closed when traveling in vehicles.
- In traffic jams, always try to leave space for maneuvering & always leave on exit.
- Avoid congested points during site visits or in travel.
- In traffic, always attempt to leave space to maneuver. Leave yourself an exit and be prepared to take evasive action at any time.
- Make sure you have enough fuel and the car is in good condition.
- Be aware of your surroundings; especially be on the lookout for suspicious motorcyclists.
- The colleagues must share and be aware of each other's daily site plan, so in case of emergency they can be contacted conveniently.
- Keep valuable items such as expensive cell phones, laptops and cameras out of sight.
- Eliminate unnecessary exposure - Do not stay longer in locations than strictly necessary.
- Know before you go - Know your routes, locations, and possible safe areas such as police stations. Do not get lost.
- If another driver tries to force you to pull over or cuts you off, keep driving and try to get away. Take note of the license plate number.

- If being harassed or followed, try to contact police / Khassadars force / Frontier Corps personnel.
- Never share your personal / official information as project name, project sponsor, family members, addresses and telephone numbers in an open sitting or during site monitoring activities.
- If you are involved in an accident and something does not seem normal, depart the area immediately. Remember, some accidents could be a ruse designed to rob or carjack you.
- Never pick-up hitchhikers.
- A problem is only a problem when it is not shared with someone else. Share the problem and we can find solutions as a team.

ANNEXURE-III
PHOTOGRAPHS

PAVEMENTS



KM 32+300~32+575 FW; ACWC final compaction in progress



KM 32+300~32+575 FW; ACWC laying & compaction in progress.



KM 33+860~34+500 FW; Prime coat applied



KM 42+500~43+000 HW LHS; ACWC laying & compaction in progress



KM 42+500~43+000 HW LHS; ACWC laying is in progress



KM 0+212~0+228.5 HW RHS LOOP-III; Rigid pavement concrete placing in progress



KM 0+344~0+360.5 HW RHS LOOP-III; Rigid pavement concrete placing in progress



Km 20+814~20+863 LHS, rigid pavement concrete in progress (2)



KM 36+432.4~36+455.2 HW LHS; Rigid pavement concrete placing in progress.



KM 36+568~36+592 HW RHS; Rigid pavement concrete placing in progress



KM 36+660.4~36+683.2 RHS; Rigid pavement concrete placing for additional lane is in progress (3)



KM 36+728.8~36+751.5 HW RHS-2; Rigid pavement concrete placing in progress



KM 0+600~0+700 FW LOOP-III; sub grade top scarification in progress



KM 20+300~20+450 FW; WBM Base dumping & spreading in progress



KM 42+033~42+300 FW; WBM Base spreading in progress



KM 35+625~35+750 HW LHS; NGC Prep is in progress



KM 36+100~36+200 FW; sub base 1st layer levelling & grading in progress



KM 35+575~35+625 FW; sub grade prep in progress

BRIDGES



Bridge at KM 27+250; Deck slab curing is in progress



Bridge at KM 27+250; compaction of backfill material Abt-II is in progress



Bridge at KM 27+250 RHS; concrete for pedestal beam of MS guard rail casted



Bridge at KM 27+000; Transom pier-II steel rebar fixing in progress



Bridge at KM 27+000; Stone masonry protection wall Abt-II DS side is in progress



Bridge at KM 23+850 ; Gabion protection works on DS side is in progress

RETAINING WALLS



KM 2+525~2+550; LOOP-III Ret wall stone masonry in progress



KM 19+450~19+478 RHS; Breast wall stone masonry is in progress



KM 26+375~26+500 LHS; Breast wall stone masonry in progress



KM 33+775~33+850 RHS; Ret wall stone masonry in progress



KM 38+000~38+050 LHS; Ret wall stone masonry in progress



KM 41+535~41+575 LHS; Ret wall backfilling in progress

CULVERTS



culvert 0+692 LOOP-III; Top slab concrete casted while curing in progress



Culvert 1+124 Loop-III; Top slab concrete casted



culvert 1+380 LOOP-III; Pipe culvert completed.



culvert 1+978 LOOP-III; Abt walls Roll pointing in progress



culvert 2+529 LOOP-III; Pier wall lean concrete is in progress



culvert 33+760; concrete for the top slab of box culvert cast



culvert 35+149; formwork fixing for RCC pier wall



culvert 35+752; wing wall US side stone masonry in progress



culvert 38+400; RCC Pipe 1.5M Dia placed



culvert 38+990; concrete for encasement of RCC Pipe is in progress having loose slump.



culvert 41+517; steel rebar fixing for top slab is in progress



culvert 43+436 HW RHS; 90 CM dia pipe culvert constructed

DRAINS



KM 19+700~19+807 RHS; RCC Drain type D-2a wall construction in progress



KM 23+250~23+300 RHS; class B concrete placing for drain type D4 is in progress



KM 29+050~29+100 LHS; Steel rebar fixing for Drain type D-1a is in progress



KM 29+300~29+425 LHS; RCC Drain type D-1a wall construction in progress



Km 30+850~30+950 RCC drain type D-2a construction at LHS in progress



KM 32+800~32+850 LHS; RCC Drain type D-1a construction in progress

HILL CUTTING



KM 1+350-1+400 RHS LOOP-III; Hill cutting is in progress



KM 1+450-1+550 RHS LOOP-III; Hill cutting is in progress



KM 1+900~1+975 RHS LOOP-III; Hill cutting in progress



KM 2+100~2+250 LOOP-III; Roadway excavation in progress



KM 20+600~20+725 LHS; Hill cutting of hard rock is in progress



KM 38+250~38+300 RHS; Hill cutting is in progress

MISCELLANEOUS



KM 7+500 LHS; formwork fixing for roof slab of Weigh bridge building in prog (3)



KM 9+000~9+700 RHS; yellow line Pavement marking of carriageway is in progress.



KM 10+550 RHS; Bhigyari check post building front view



KM 12+050~12+100 LHS; Ret wall stone masonry in progress on W&S Road



KM 25+400 LHS; screening of sub base material is in progress

FIELD / LAB TESTS



Casting of A-3 Concrete Cylinders at KM;27+000
Bridge-Optimized



Casting of Concrete cylinders at KM;37 Batching
Plant-Optimized



Jointly Sample of Stone dust for WBM at KM; 34
Crusher-Optimized



Monitoring & Casting of Concrete Cylinders at KM; 35+149
(1)-Optimized



Monitoring & Sampling of AWC at KM; 42+760
(2)-Optimized



Sampling of Sub base Material at KM; 35+325-Optimized